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SUPPLEMENT TO THE 1993 METROPOLITAN TRANSPORTATION PLAN

*Placer and El Dorado Counties are added
to the 1993 Metropolitan Transportation Plan*

*Minor changes are made to the project lists
already in the 1993 Metropolitan Transportation Plan*

June 30, 1994

Sacramento Area Council Of Governments

The Sacramento Area Council of Governments (SACOG) is an association of local governments formed by four counties and fifteen cities. SACOG serves the entire Counties of Sacramento, Sutter, Yolo and Yuba and the Cities of Lincoln, Rocklin and Roseville in Placer County.

SACOG is governed by a Board of Directors composed of County Supervisors or City Councilpersons, appointed by the member jurisdictions. The Board is advised by several policy and technical committees. A full time staff is employed to implement Council policies and work programs as well as coordinate the efforts of consultants who are retained to augment the staff's efforts.

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INTRODUCTION

This document supplements the 1993 Metropolitan Transportation Plan by adding transportation projects in Placer and El Dorado Counties...

Traditionally those two counties weren't included in SACOG's plans, because they are not members of SACOG. Three cities in Placer County -- Lincoln, Rocklin, and Roseville -- are members of SACOG, and are included in our plans. However, Placer County as a whole isn't a member county, nor is El Dorado County. Recent federal legislation dictates that our metropolitan transportation plan must cover the entire "air-quality non-attainment" area. Since the latter area includes all of Placer and El Dorado Counties up to the crest of the Sierra, we must add these areas to our transportation plan.

We've also made some minor changes to some of the transportation project descriptions that were included in our '93 plan. These largely consist of changes in the estimated year of construction for certain projects. We've added a few locally-funded projects to the list so that the sponsoring communities can move forward with those projects. These changes and additions are included in Appendix A.

Project listings aren't the only aspect of this document. We also include estimates of the transportation revenues expected to be available to Placer and El Dorado Counties between now and the year 2015. The financial estimation methods are the same as those used by SACOG in its 1993 Metropolitan Transportation Plan. We also include technical and policy analyses, which assess the performance of the entire plan -- our existing plan plus the new projects from El Dorado and Placer Counties. Finally, we include a discussion of the public input methods used to foster citizen participation.

SACOG will publish two other documents pertaining to this plan supplement -- an environmental impact report required by state law, and an air-quality analysis required by federal law. This air-quality analysis is known in federal bureaucratic jargon as an "air-quality conformity finding," and will be referred to as such from here on.

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ABOUT THIS DOCUMENT

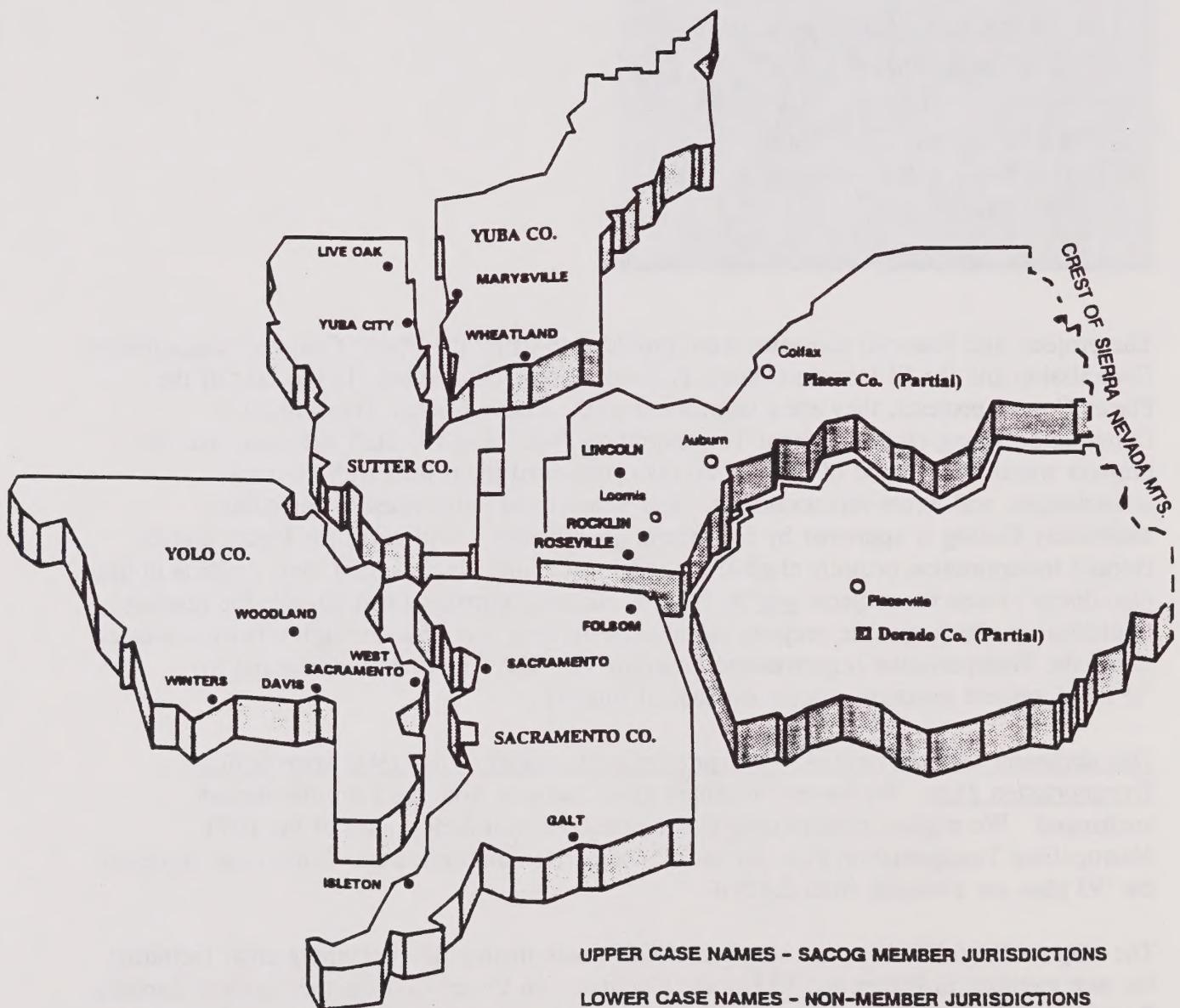
This supplement adds particular transportation improvement projects, and funding information, from Placer and El Dorado Counties up to the crest of the Sierra Nevada...

The projects and financial estimates were provided to us by the Placer County Transportation Commission and the El Dorado County Transportation Commission. In the case of the Placer County projects, they are a component of the Placer County Transportation Commission's long-range Regional Transportation Plan. SACOG staff then analyzed the projects within the context of our overall plan, reviewed the results with the two commissions, and wrote this document. This supplement -- provided its air-quality conformity finding is approved by the federal government -- will make the Placer and El Dorado transportation projects eligible for federal funding. Inclusion of their projects in this plan doesn't mean the projects *will* be funded, but simply makes them *eligible* for funding. Decisions on which specific projects will receive funding are made through related processes called the Transportation Improvement Program, or "TIP," for state funding and the "ISTEA" project selection process for federal funding.

This document includes only the new material being added to our 1993 Metropolitan Transportation Plan. We haven't included those chapters from the plan that remain unchanged. We suggest readers keep this supplement with their copies of the 1993 Metropolitan Transportation Plan, for quick comparison and reference. Additional copies of the '93 plan are available from SACOG.

The map on the following page shows SACOG's new metropolitan planning area, including the new territory in Placer and El Dorado Counties. In Placer County, the Cities of Lincoln, Rocklin and Roseville are members of SACOG and are already included in our plans and programs. The rest of Placer County shown on the map, and all of El Dorado County on the map, are the newly added areas. Note that we include these counties only as far eastward as the crest of the Sierra Nevada. Areas east of the crest are not included because they are not part of the Sacramento air-quality "non-attainment area."

SACOG'S METROPOLITAN PLANNING AREA



ACTIONS

This chapter shows the transportation improvement projects planned in El Dorado and Placer Counties...

The projects include bicycle transportation improvements, road improvements, public transit service, transportation management strategies, and maintenance and preservation activities. The lists of projects are actually from two sources. *Some* of the projects were recently proposed by the two counties, and they intend to forward these projects for state or federal funding over the next year or two. *Other* projects -- mostly improvements to local roads -- are to be funded mainly through local capital improvement programs. These local road projects already were included in SACOG's computerized transportation forecasting model, but we didn't specifically list these projects in previous editions of this plan. We list them here for the first time.

Projects must be included in SACOG's Metropolitan Transportation Plan to be eligible for federal funding or federal permits. For that reason, we specifically wanted to add those projects in Placer and El Dorado Counties for which federal funds may be requested. We also wanted to show projects that may be forwarded for state funding. We will add more projects from El Dorado and Placer Counties through future updates of this plan.

We believe that all projects in this chapter are affordable, given the long-range funding estimates described in the Financial Plan later in this document.

The Placer County list of projects does not include road projects already in our plan from the cities of Lincoln, Rocklin, and Roseville. These cities, as members of SACOG, already are included in our plans. For a list of planned road projects in Lincoln, Rocklin, and Roseville, please see our 1993 Metropolitan Transportation Plan.

ACTIONS:
EL DORADO COUNTY
JURISDICTIONS

EL DORADO COUNTY – Bicycle Projects

- Buffalo Hill Bike Path, in Georgetown between Main Street to Buffalo Hill, Class I bikeway, 0.5 mile, 1995, \$80,000; full funding commitments from federal Transportation Enhancement Activities funds.
- El Dorado Hills Bike Path:
 - Village Green to Harvard Way, Class I bikeway, 2 miles, 1994, \$180,000; full funding commitments from federal Congestion Mitigation and Air Quality funds
 - Harvard Way to Francisco Drive, Class I bikeway, 2 miles, 1995, \$230,00; full funding commitments from federal Transportation Enhancement Activity funds
- Francisco Drive Bike Path, Green Valley Road to El Dorado Hills Blvd., Class I bikeway, 0.5 mile, \$100,000, 1995
- El Dorado Trail:
 - Mosquito Road to Dimity, Class I bikeway, 0.3 mile, 1994, \$112,000
 - U.S. 50 Crossing, Class I bikeway, 0.25 mile, 1995, \$700,000
 - Still Meadows Road to Camino Hills, Class I bikeway, 1.1 miles, 1996

EL DORADO COUNTY -- Multi-modal Transfer

Multi-modal transfer facility (Phase 1) -- Construction of an integrated transfer point for bicycle, pedestrian, public transit and automobile users, located at Latrobe and White Rock Roads, 1995, \$1,616,200

EL DORADO COUNTY -- Road Projects

Including Caltrans, County, and City Projects

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured") % Funds from Each Source
			From	To				
CALTRANS								
ROUTE 50	CARPOOL LANE FROM SAC. CO. LINE TO PROPOSED NEW INTERCHANGE AT SILVA VALLEY RD	HOV			2.5	2003	3	*
ROUTE 50	ADD CLIMBING LANE FROM SILVA VALLEY TO BASS LAKE RD	FWY			1.75	1999	1	*
ROUTE 50	OVERPASS AT RAY LAWYER DR, CONNECT TO FRONTAGE RD. RIGHT OF WAY ACQUISITION FOR BOTH PHASES OF PROJECT	FWY	0	4	<0.25	1996	7.6	Local (56.6) State (43.4)
ROUTE 50	INSTALL ON AND OFF RAMPS AT RAY LAWYER DR.	NIC	0	4	<0.25	2015	5.1	*
CENTRAL PLACERVILLE	IMPROVE FROM PLACERVILLE DR TO BEDFORD ST, REMOVE SIGNAL AT CANAL ST, GRADE SEPARATE AT CANAL ST. INTERSECTION IMPROVEMENTS AT MAIN ST-PLACERVILLE DR., ACCEL/DECEL LANES AND LEFT TURN POCKETS	FWY	4	4	1.5	1999	30.0	*
ROUTE 50	NEW INTERCHANGE AT SILVA VALLEY RD	NIC	0	4	<0.25	2000	18.0	Local (100)
EL DORADO COUNTY								
BASS LAKE ROAD	VILLAGE GREEN PKWY TO ROUTE 50	ART	2	4	1.6	1996	1.7	Local (100)
BASS LAKE ROAD	VILLAGE GREEN PKWY TO GREEN VALLEY RD	ART	2	4	2.3	1997	2.2	Local (100)
DUROCK ROAD	ROBIN TO RODEO	ART	2	4	<0.25	1995	0.3	Local (100)
CAMERON PARK	SUDBURY TO GREEN VALLEY RD	ART	2	4	2.5	2001	4.8	Local (100)
CAMERON PARK	COUNTRY CLUB TO SUDBURY	ART	2	4	0.7	2001	1.3	Local (100)
CAMERON PARK	COACH TO ROBIN	ART	2	4	<0.25	1995	0.3	Local (100)
COLD SPRINGS ROAD	ROUTE 49 TO PLACERVILLE	ART	2	4	1.1	2001	1.1	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured") % Funds from Each Source
			From	To				
DUROCK ROAD	SHINGLE LIME MINE RD TO SOUTH SHINGLE	ART	2	4	1.25	2001	2.1	Local (100)
DUROCK ROAD	SHINGLE LIME MINE RD TO RODEO	ART	2	4	1.0	2000	1.5	Local (100)
EL DORADO HILLS BLVD	LASSEN TO HARVARD	ART	2	4	1.6	1994	1.2	Local (100)
EL DORADO HILLS BLVD	PARK TO ROUTE 50	ART	5	6	0.3	1997	0.34	Local (100)
EL DORADO HILLS BLVD	WIDEN UNDERPASS AT ROUTE 50	ART	4	6	<0.25	1999	3.8	Local (100)
EL DORADO HILLS BLVD	BUILD OFF-RAMP AT ROUTE 50 EB	MIC	0	2	<0.25	1999	1.6	Local (100)
EL DORADO HILLS BLVD	HARVARD TO GREEN VALLEY RD	ART	2	4	2.09	1995	1.4	Local (100)
EL DORADO HILLS BLVD	WIDEN OFF-RAMP AT ROUTE 50 WB	MIC	1	2	<0.25	2000	0.5	Local (100)
GREEN VALLEY ROAD	COUNTY LINE TO FRANCISCO	ART	2	4	1.6	1996	2.0	Local (100)
GREEN VALLEY ROAD	FRANCISCO TO SALMON FALLS	ART	2	4	0.4	1999	0.3	Local (100)
GREEN VALLEY ROAD	SALMON FALLS TO SILVA VALLEY	ART	2	4	0.2	2000	0.2	Local (100)
GREEN VALLEY ROAD	NEW BASS LAKE RD TO CAMERON PARK DR	ART	2	4	1.2	2001	2.7	Local (100)
GREEN VALLEY ROAD	SILVA VALLEY TO NEW BASS LAKE ROAD	ART	2	4	3.6	2001	7.4	Local (100)
GREEN VALLEY ROAD	CAMERON PARK TO DEER VALLEY ROAD	ART	2	4	2.6	2001	2.6	Local (100)
LATROBE ROAD	ROUTE 50 TO WHITE ROCK RD	ART	2	4	0.45	1995	0.3	Local (100)
LATROBE ROAD	WHITE ROCK RD TO GOLDEN FOOTHILLS N.	ART	2	4	0.4	1997	0.4	Local (100)
LATROBE ROAD	GOLDEN FOOTHILLS N. TO GOLDEN FOOTHILLS S.	ART	2	4	0.8	2000	0.9	Local (100)
MISSOURI FLAT ROAD	ROUTE 50 TO FORNI RD	ART	2	4	0.6	2001	1.5	Local (100)
MISSOURI FLAT ROAD	HEADINGTON RD TO ROUTE 50	ART	2	4	0.4	2001	0.7	Local (100)
MISSOURI FLAT ROAD	FORNI TO ROUTE 49	ART	2	4	1.2	2001	2.1	Local (100)
MOTHER LODE	FRENCH CREEK TO PLEASANT VALLEY RD	ART	2	4	3.6	2001	7.5	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured") % Funds from Each Source
			From	To				
MOTHER LODE	SOUTH SHINGLE TO FRENCH CREEK	ART	2	4	0.5	2001	1.1	Local (100)
PLEASANT VALLEY	ROUTE 49 TO MOTHERLODE	ART	2	4	1.4	2001	2.7	Local (100)
PLEASANT VALLEY	ROUTE 49 TO OAK HILL	ART	2	4	2.7	2001	5.2	Local (100)
PLEASANT VALLEY	OAK HILL TO BUCK'S BAR (3 SEGMENTS)	ART	2	4	1.9	2001	3.7	Local (100)
SARATOGA	ARROWHEAD TO PARK	ART	0	2	0.5	1995	0.5	Local (100)
SILVA VALLEY PARKWAY	VILLAGE GREEN PKWY TO ROUTE 50	ART	2	4	1.8	1997	1.2	Local (100)
WHITE ROCK ROAD	LATROBE RD TO ROUTE 50	ART	2	4	1.2	1996	0.8	Local (100)
WHITE ROCK ROAD	LATROBE RD TO ROUTE 50	ART	4	6	1.2	1997	2.0	Local (100)
WHITE ROCK ROAD	COUNTY LINE TO LATROBE RD	ART	2	4	1.2	1997	1.2	Local (100)

Notes:

FWY = Freeway HWY = Conventional Highway ART = Arterial Road BRIDGE = Bridge Crossing MIC = Modify Interchange NIC = New Interchange BIKE = Bicycle PED = Pedestrian PRES = Preservation (including operations, maintenance, rehabilitation and repair).

* -- These projects do not have full funding committed yet, but our long-range funding estimates indicate there will be enough revenue to finance these projects. Some of these projects do have partial funding commitments. See the Financial Plan later in this document.

**ACTIONS:
PLACER COUNTY
JURISDICTIONS**

PLACER COUNTY – Bicycle & Pedestrian Projects

- Construction of Auburn Ravine Trail, 1999, \$455,000 (City of Auburn); full funding commitments from State Environmental Enhancement and Mitigation funds and local revenues
- Construct bicycle lanes in Lincoln between Sixth and Ninth Streets, 1999, \$115,988 (City of Lincoln)
- Construct bicycle lanes along Taylor and Ophir, between Loomis and Auburn, 1995, \$542,000 (Placer County); full funding commitments from Federal Transportation Enhancement Activities and local funds.
- Construct bicycle and pedestrian lanes in Rocklin along B, Second, and Third Streets, 1999, \$229,677 (City of Rocklin)
- Safe School Sidewalk Project, construct 2 miles of sidewalks and bicycle lanes in downtown Rocklin, 1995, \$760,000 (City of Rocklin)
- Construction of bicycle lanes in Roseville along Foothills Blvd., Junction Blvd., and Washington Blvd., 1999, \$324,840 (City of Roseville)

PLACER COUNTY – Commuter Information & Marketing Services

- West Placer Transportation Control Measure Implementation (Information services and marketing of ridesharing services and Guaranteed Ride Home program, and implementation of jurisdictional trip reduction ordinances), 1995, \$769,982.

PLACER COUNTY -- Public Transit Projects

Agency	Description	Estimated Year of Completion	Cost in millions of 92 \$	Projects w/ Full Funding Commitments: Source of Funds
All Operators in Placer County (1)	All capital and operating needs, for maintaining current service levels in Roseville, expanding service to maintain per-capita service levels in Auburn and Lincoln, and provide for 3% annual increases in service through 2015 by the Consolidated Transportation Services Agency	ongoing	134.8	Variety of sources, including State TDA, FTA, and local
City of Auburn	Build passenger platform and provide landscaping at rail station	1999	0.5	(2)
City of Colfax	Add passenger platform improvements and landscaping to Colfax rail station	1999	\$0.6	TCI
City of Colfax	Restore historic rail station	1995	0.4	TEA (50) local (50)
City of Rocklin	Build passenger platform and provide landscaping at rail station	1999	0.7	(2)
City of Roseville	Final construction phase for rail station	1995	0.3	(2)
Countywide	Establish park and ride lots at various rail station sites	1999	2.6	(2)
State of California Amtrak	Capitol Corridors Train Service Placer County to Bay Area Increase fr 3 to 5 roundtrips daily (3)	1995	46.4	Proposition 116
State of California Amtrak	Capitol Corridors Train Service Placer County to Bay Area Increase fr 5 to 10 roundtrips daily (3)	2000	70.6	Proposition 116

(1) -- Transit operators in Placer County are the City of Auburn, City of Lincoln, City of Roseville, Placer County Transit, and the Consolidated Transportation Services Agency. Information on their service plans and costs was provided by the Placer County Transportation Commission in its 1993 Regional Transportation Plan & Congestion Management Program.

(2) -- These projects don't have full funding committed yet. Our long-range funding estimates indicate there will be enough revenue to finance these projects. See the Financial Plan later in this document.

(3) -- The 1993 Metropolitan Transportation Plan already includes these rail projects. We repeat them here for reference.

In addition to the rail services listed above, the Placer County Transportation Commission (PCTC) plans passenger rail service along the Capitol Corridor tracks. PCTC is the state-designated Regional Transportation Planning Agency for western Placer County. In that role, PCTC has included this additional rail service in its fiscally constrained Regional Transportation Plan and Congestion Management Program for Placer County. To finance the additional rail service, PCTC has programmed \$34.8 million in expected funds from a variety

of state funding sources, including Flexible Congestion Relief funds, Transit Capital Improvement Program funds, and Transportation Development Act funds. PCTC indicates these funds would pay for the capital and operating costs of the additional passenger rail service on the Capital Corridor. Service would be primarily for Placer County residents during the commute period, between Placer County stations (Colfax, Bowman, Auburn, Newcastle, Loomis, Rocklin, and Roseville) and Sacramento. Service is planned to begin in the year 2011.

This additional rail service is not included in this Supplement to SACOG's Metropolitan Transportation Plan. The inter-agency coordination needed for this type of project couldn't be completed in time for the development of this Supplement. The additional rail service will be considered for the next update of our Metropolitan Transportation Plan. That process will culminate in the publication of a new edition of the Metropolitan Transportation Plan in mid-to-late 1995. The planning process used for this and other proposals from Placer County is based on a Memorandum of Understanding, or signed agreement, between SACOG, Caltrans, and the Placer County Transportation Commission.

A similar agreement has been signed with the El Dorado County Transportation Commission.

PLACER COUNTY -- Road Projects

Including Caltrans, City and County Projects

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
CALTRANS								
ROUTE 49	WIDEN FROM I-80 TO DRY CREEK RD (3-PHASES OF CONSTRUCTION)	HWY	4	6	4.0	2005	250	*
ROUTE 49	MODIFY SIGNALS AT VARIOUS INTERSECTIONS, AND INTERSECTION IMPROVEMENTS (BELL RD IMPROVEMENTS TO BE COORDINATED W/ BELL RD WIDENING IN 1998)	HWY	--	--	--	ongoing	175	
ROUTE 49	SIGNAL TIMING COORDINATION AT 12 INTERSECTIONS FROM LINCOLN WAY TO DRY CREEK RD	HWY	--	--	--	1995	0.325	
ROUTE 49 / HULBERT WAY	TURN LANE AND ACCEL/DECEL LANES ON ROUTE 49, SIGNALIZATION OF HULBERT WAY	HWY	--	--	--	1995	20	Local (developer mitigation) (100)
I-80	RAMP METERING AT ALL INTERCHANGES FROM FORESTHILL RD TO SAC COUNTY LINE	FWY	--	--	<0.25	2005	4.2	*
I-80	RAISE OVERCROSSINGS AT 7 INTERCHANGES	FWY	--	--	--	2010	260	*
I-80	INSTALL TRAFFIC SIGNALS AT INDIAN HILL-NEWCASTLE INTERCHANGE	TSM	--	--	--	1995	0.25	
PLACER COUNTY								
FORESTHILL ROAD	WIDEN SHOULDERS AND REALIGN FROM 2.5 MI WEST OF MOSHIRON TO MADRONE	ART	2	2		1996	100	Federal Lands Highway Program (100)
FORESTHILL ROAD	ACQUIRE RIGHT-OF-WAY TO CONSTRUCT FROM DRIVERS FLAT RD TO POND AVE	ART	2	2	6.7	1995	1.5	
SOUTH PLACER AREA	ESTABLISH TELECOMMUTE CENTER AT DOUGLAS & E ROSEVILLE PKWY	TDM	--	--	--	1999	10	*

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
VARIOUS LOCATIONS	ROAD SURFACE OVERLAYS, BRIDGE REHABILITATION AND PAINTING, GUARD RAIL AND BARRIER IMPROVEMENTS, CULVERT IMPROVEMENTS	PRES	--	--	--	ongoing	10.9	Bridge work funded by Highway Bridge Repair and Rehabilitation Program (100) @ \$2.8 million Guard rail, barrier, culvert work funded by Hazard Elimination and Safety Program (100) @ \$7 million
AUBURN RAVINE ROAD	WIDEN I-80 OVERCROSSING-	ART	2	4		2015	2.0	*
AUBURN FOLSOM ROAD	SACRAMENTO COUNTY LINE TO JOE RODGERS ROAD	ART	2	4		2015	2.2	Local (100)
BASELINE ROAD	FIDDYMENT TO COOK-RILO	ART	2	4		1998	0.72	Local (100)
BASELINE ROAD	SUTTER COUNTY TO FIDDYMENT	ART	2	4		2015	4.53	Local (100)
BELL ROAD	I-80 TO RICHARDSON	ART	2	4		1998	2.70	Local (100)
BILL FRANCIS DRIVE	EXTEND FROM NEW AIRPORT RD TO OLD AIRPORT RD	ART	0	2		2015	0.33	Local (100)
BOWMAN UNDERCROSSING	BOWMAN RD TO LINCOLN WAY	ART	2	4		1998	0.1	Local (100)
CAVITT-STALLMAN	EXTEND FROM BOWN PLACE S. TO DOUGLAS BLVD	ART	0	2		2015	0.29	Local (100)
CHRISTIAN VALLEY ROAD	EXTEND TO ROUTE 49 ALONG FLORENCE DR	ART	0	2		2015	0.51	Local (100)
COOK-RILO ROAD	SACRAMENTO COUNTY LINE TO PFE ROAD	ART	2	4		2015	0.17	Local (100)
DON JULIO BLVD	SACRAMENTO COUNTY LINE TO PFE ROAD	ART	0	2		2015	0.17	Local (100)
EAST ROSEVILLE PARKWAY	BARTON TO SIERRA COLLEGE	ART	4	6		2015	0.87	Local (100)
EDGEWOOD DRIVE	AUBURN HILLS TO ROUTE 49	ART	2	4		2015	0.50	Local (100)
EDUCATION STREET	PROFESSIONAL TO RICHARDSON	ART	0	2		2015	0.13	Local (100)
EUREKA CONNECTOR	NEW RD FROM EUREKA TO ROSEVILLE PKWY	ART	0	2		1995	0.58	Local (100)
FOOTHILLS BLVD	CITY OF ROSEVILLE TO CITY OF LINCOLN	ART	0	2		2015	3.2	Local (100)
GALENA DRIVE	QUARTZ DRIVE TO BELL RD	ART	0	2		2015	0.16	Local (100)
LINCOLN WAY	RUSSELL RD TO FERGUSON	ART	2	4		2015	0.33	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
LUTHER ROAD	ROUTE 49 TO CANAL STREET	ART	2	4		2015	0.12	Local (100)
LUTHER ROAD	BOWMAN RD TO CARRIAGE LANE	ART	2	4		2015	0.18	Local (100)
NORTH ANTELOPE ROAD	SACRAMENTO COUNTY TO PFE ROAD	ART	2	4		2015	0.19	Local (100)
OLD AUBURN ROAD	SIERRA COLLEGE TO CITY OF ROSEVILLE	ART	2	4		1995	0.35	Local (100)
OLD AUBURN ROAD	SIERRA COLLEGE TO ROSEVILLE PKWY	ART	2	4		1995	0.24	Local (100)
PARALLEL ROAD	DRY CREEK RD TO QUARTZ RD, EAST OF ROUTE 49	ART	0	4		2015	0.48	Local (100)
PFE ROAD	N. ANTELOPE TO CITY OF ROSEVILLE	ART	4	6		2015	0.36	Local (100)
PROFESSIONAL DRIVE	BELL RD TO ATWOOD	ART	0	2		1995	0.30	Local (100)
QUARTZ DRIVE	ROUTE 49 S.E. TO BELL	ART	0	2		1998	0.40	Local (100)
QUARTZ DRIVE	EXTEND TO RICHARDSON DRIVE	ART	0	2		2015	0.16	Local (100)
RICHARDSON DRIVE	ATWOOD TO MT. VERNON	ART	0	2		2015	1.16	Local (100)
RICHARDSON DRIVE	DRY CREEK RD TO BELL RD	ART	0	2		1998	0.55	Local (100)
ROCKLIN RD	EXTEND FROM BARTON RD TO AUBURN/FOLSOM	ART	0	2		2015	3.41	Local (100)
SIERRA COLLEGE BLVD	SACRAMENTO COUNTY TO CAVITT-STALLMAN	ART	2	4		1995	4.0	Local (100)
SIERRA COLLEGE BLVD.	SACRAMENTO COUNTY TO CAVITT-STALLMAN	ART	4	6		2005	1.6	Local (100)
SIERRA COLLEGE BLVD.	CAVITT-STALLMAN TO CITY OF ROCKLIN	ART	2	4		2005	1.3	Local (100)
SIERRA COLLEGE BLVD.	LOOMIS TO ENGLISH COLONY RD	ART	2	4		2015	0.35	Local (100)
SIERRA COLLEGE BLVD	I-80 TO ROCKLIN RD	ART	4	6		1998	1.10	Local (100)
SUNSET BLVD	ROUTE 65 TO FIDDYMENT	ART	0.2	4		2015	3.20	Local (100)
WALERGA ROAD	BASELINE TO SACRAMENTO COUNTY	ART	4	6		2015	4.14	Local (100)
WHITNEY BLVD	ROUTE 65 TO FIDDYMENT	ART	0	4		2015	3.20	Local (100)

Project Location	Description	Facility Type	Lanes		Length (miles)	Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To				
WILLOWCREEK ROAD	ROUTE 49 TO DEWITT	ART	0	2		1995	0.59	Local (100)
WILLOWCREEK ROAD	ROUTE 49 TO THIRD STREET	ART	0	4		2015	0.59	Local (100)
CITY OF AUBURN								
EDGEWOOD RIVE	AUBURN HILLS TO ROUTE 49	ART	2	4		1997	0.45	Local (100)
TOWN OF LOOMIS								
TAYLOR ROAD	HORSESHOE BAR RD TO KING RD	ART	2	4		2010	0.45	Local (100)

See explanatory notes on next page.

Notes:

FWY = Freeway HWY = Conventional Highway ART = Arterial Road BRIDGE = Bridge Crossing MIC = Modify Interchange NIC = New Interchange BIKE = Bicycle PED = Pedestrian PRES = Preservation (including operations, maintenance, rehabilitation and repair) HOV = High Occupancy Vehicle (Carpool/Transit) TSM = Transportation System Management TDM = Transportation Demand Management.

* -- These projects do not have full funding committed yet. Our long-range funding estimates indicate there will be enough revenue to finance these projects. Some of these projects have partial funding commitments. See the Financial Plan later in this document.

Transportation Control Measures

Transportation control measures, or TCMs, are transportation strategies intended to clean the air. TCMs range from traffic signal coordination for smoothing the flow of traffic, to voluntary "no-drive days" for commuters, to ridesharing programs that encourage people to carpool instead of driving alone. While TCMs may have transportation benefits, they are intended as air-quality measures.

SACOG and the region's county air districts developed a "15 Percent Rate of Progress Plan", with strategies to reduce a certain type of air pollution -- volatile organic compounds -- by 15 percent by 1996. The plan identified potential TCMs which the air districts believe will help reduce this pollutant. The compounds are an ingredient in the formation of ozone pollution.

Unfortunately, the 15 Percent Rate of Progress Plans submitted by this region and many others have been found "incomplete" by the U.S. Environmental Protection Agency, because certain requirements were not met. However, federal law still requires us to implement the TCMs identified in our 15 Percent Rate of Progress Plan.

The **Placer County Air Pollution Control District** has identified the following seven TCMs in the Rate of Progress plan it submitted to the California Air Resources Board. The Placer County agency believes these seven "creditable" TCMs meet federal criteria and will help attain the required 15-percent cut in volatile organic compounds by 1996.

- Alternative Fuel Stations, to promote accelerated use of alternative-fuel vehicles
- Telecommute Centers, reducing the number and length of vehicular commute trips, by locating work centers closer to people's homes
- Transportation Management Associations , or groups of employers or job-center developers that provide information to workers on alternative commuting methods such as ridesharing and public transit
- Model Trip Reduction Ordinance, adopted by local governments to reduce the number of vehicular commute trips to major employment centers (these ordinances already are required by California's congestion management legislation)
- Vanpool Subsidy Programs, providing financial support for commuters who form vanpools
- Synchronized Traffic Signals, to reduce pollution by smoothing the flow of traffic
- Enhanced Vehicle Inspection and Maintenance Program, for better inspection and maintenance of vehicles

The **El Dorado County Air Pollution Control District** also has submitted a 15 Percent Rate of Progress Plan to the California Air Resources Board. In its plan, the El Dorado agency did not identify any TCMs that met the federal criteria. The plan did identify numerous control measures aimed at non-transportation sources, such as architectural coatings and other chemicals and substances which collectively contribute to air pollution.

Although the El Dorado County air district didn't list any TCMs that met the federal "credit" criteria, a TCM development effort is under way there. The El Dorado County Transportation Commission is preparing a trip reduction ordinance to be proposed for adoption by local governments.

FINANCIAL PLAN

Like most of California's urban or developing counties, Placer and El Dorado Counties need additional funds to finance all of the transportation improvements in their own long-range transportation plans...

For example, the Placer County Transportation Commission estimates a total shortfall of \$321.3 million from 1993 through 2015, in financing all the needs identified in its 1993 Regional Transportation Plan. SACOG has estimated a shortfall of \$2.77 billion for its membership region over that same time period. While SACOG has proposed ballot measures for increases in both the sales tax and gas tax throughout our membership region, these proposals have not yet been formally discussed among elected officials or community leaders in Placer or El Dorado Counties. Therefore, the estimates in this Plan Supplement do not assume these new revenue sources.

This financial chapter deals only with the specific transportation improvement projects and services that are included in the "ACTIONS" chapter, earlier in this document. Both El Dorado and Placer County have additional projects and services they plan to implement in the long term, which are not included in this Plan Supplement. The cost estimates in this chapter only pertain to those projects included in the Supplement, and the revenue estimates indicate that these projects should be affordable, based on funding we reasonably expect to be available to the counties. As we add a more complete set of projects from Placer and El Dorado Counties in future updates of this plan, the expenditures obviously will amount to a much greater amount than shown in the following table. All of the estimates in the table are very general, owing to the uncertainties of forecasting costs and revenues 20 years into the future.

Transportation Costs and Revenues, El Dorado & Placer Counties . . .

Transportation Expenditures Called For In This Plan Supplement	\$397 Million
Expected Revenues From Existing Sources, Available For These Expenditures	\$397 Million*

* -- The Placer County Transportation Commission and the El Dorado County Transportation Commission provided long-term estimates of expected funding, from existing revenue sources through the year 2015. Those funds total \$824 million for both counties combined. However, both counties also have numerous transportation projects and costs which are not reflected in this Plan Supplement. Future updates of our Metropolitan Transportation Plan will include more extensive sets of projects from El Dorado and Placer Counties.

How We Estimated Transportation Costs and Revenues . . .

For our 1993 Metropolitan Transportation Plan, SACOG used different processes for estimating the costs of transportation projects and the amount of transportation funding we can expect from existing sources. We relied on cost information supplied by the agencies proposing to build or implement the projects -- mostly local public works departments, public transit operators, and Caltrans. We estimated funding from by assuming a continuation of recent state and federal funding levels. We projected these through fiscal year 2014/15. We also estimated some local revenues, such as Local Transportation Funds (LTF) revenues. For this supplement, SACOG asked the El Dorado County Transportation Commission and the Placer County Transportation Commission to use similar methods in estimating revenues for their respective counties. The two commissions then supplied us with the estimates.

Following are the funding sources projected through 2014/15 for this plan.

State revenue sources

State Transportation Improvement Program (STIP)
Local Transportation Funds (LTF)

Federal ISTEA revenue sources

Congestion Mitigation and Air Quality (CMAQ) funds
Surface Transportation Program (STP) funds
Federal Transit Administration (FTA) funds

Local revenue sources

Available funds for preservation of the transportation system

Projections of State Funding Sources -- State Transportation Improvement Program (STIP)

(All Figures In Millions of 1992 Dollars)

County	STIP Estimate through FY 2014/15
Placer	110
El Dorado	74
Total	184

Projections of State Funding Sources -- Local Transportation Funds (LTF)

(All Figures In Millions of 1992 Dollars)

County	Projected LTF Totals for FY 93/94 through FY 2014/15
Placer	132.9
El Dorado	87.5
Total	220.4

Note:

Projections are based on population forecasts for each county, 1992 to 2015. Average annual growth rates were applied to each county's FY 92/93 LTF. Yearly projections were then tallied for FY 93/94 - 2014/15.

Projections of Federal Funding Sources – ISTEА
(In Millions of 1992 Dollars)

Funding Program	Estimated Allocation 1993-2015*	
	El Dorado	Placer
Congestion Mitigation & Air Quality (CMAQ)	10.8	17.7
Surface Transportation Program (STP)	15.2	13.9
Total ISTEА Funding **	26.0	31.6

* -- Estimated by multiplying the FY 93/94 allocations by 20 years.

** -- We did not estimate or assume continuation of other ISTEА funding programs such as Transportation Enhancement Activities. While we hope the TEA funding program continues, it is small compared to CMAQ and STP and would make little difference in our total estimated funding over 20 years.

Federal Transit Administration Funds
Reflected in the Project Costs and Revenues in this Draft Plan
(in Millions of 1992 Dollars)

County	Section 3	Section 9	Section 18	Totals
Placer	0	9.2	1.7	10.9
El Dorado	0	0	1.3	1.3
Totals	0	9.2	3.0	12.2

Notes:

Section 3 is for capital improvement projects for public transit systems.

Section 9 provides operating and capital funds for public transit in urban areas.

Section 18 is for rural transit operators only, and can be used for both capital and operating needs.

**Total State and Federal Funding Projections, 1993 through 2015
for El Dorado and Placer Counties combined**

(All Figures in Millions of '92 Dollars)

Funding Source	Projection, 1993 - 2015
State Transportation Improvement Program	184.0
Local Transportation Funds (State)	220.4
Congestion Mitigation and Air Quality (Federal)	28.5
Surface Transportation Program (Federal)	29.1
Federal Transit Administration	12.2
Total	474.2

The table above shows that Placer and El Dorado Counties combined can expect about **\$474 million** in state and federal transportation funds to be available through the year 2015. The state funding estimates shown above include a total of \$34.8 million in expected state funds to be programmed by the Placer County Transportation Commission for use in providing passenger rail service along the Capitol Corridor tracks. The \$34.8 million in expected state funding includes \$24.1 million in State Transportation Improvement Program funds, \$6.7 million in Transit Capital Improvement funds, and \$4 million in Transit Development Act funds.

Funding Assumed In This Financial Plan

(All Figures In Millions of '92 Dollars)

Funding Source		Amount, 1993-2015
State	Transportation Improvement Program	184.0
	Local Transportation Funds	220.4
Federal *	Congestion Mitigation and Air Quality	28.5
	Surface Transportation Program	29.1
	Federal Transit Administration	12.2
Local	Funds for Preserving System	77.8
	Funds for Capital Improvements to System	272.0
Total Funding Projections		824.0

Notes:

* - The federal Congestion Mitigation and Air Quality funding program, and the Surface Transportation Program, are part of the six-year ISTEA legislation which expires after 1997. This plan assumes extension of similar funding programs, for similar purposes, over the 21-year horizon of this plan.

The table above shows funding projections of \$824 million from existing revenue sources through the year 2015. As indicated earlier, this likely won't be sufficient to cover all planned local transportation improvements in Placer and El Dorado Counties. However, the \$824 million adequately covers the limited set of projects and services included in this Plan Supplement, which amount to \$396.9 million.

POLICY ANALYSIS

From a Policy Standpoint, the plan is vastly preferable to not having a plan...

The analysis in this section, and the technical analysis in the next section, cover our entire "supplemented" planning region -- not just Placer and El Dorado Counties but SACOG's membership region as well. This includes all of Sacramento, Sutter, Yolo, and Yuba Counties, and the Cities of Lincoln, Rocklin, and Roseville in Placer County. While the rest of this document focuses only on Placer and El Dorado Counties, the analysis must cover the entire planning region in order to meet federal requirements.

The plan was compared with a "No Plan" scenario to see how well the plan performs in meeting its goals, objectives and policies. The "No Plan" scenario assumes no expansion of the current transportation system at all through the year 2015. Only maintenance and preservation of the existing system is assumed in the "No Plan" scenario. Following is a listing of each of the seven goals, and discussion of how the two scenarios stack up.

1. System Preservation Goal: to preserve existing transportation infrastructure as a means of protecting our transportation investments and maintaining an effective system.

The "No Plan" scenario results in more than a \$2 billion shortfall in roadway preservation and maintenance needs over 20 years. The plan, with its proposed funding package, covers these needs. *Therefore, the plan performs best.*

2. Land Use/Mobility Goal: to meet the mobility needs of people of all incomes, ages, and physical conditions; and in the region's urban areas, to bring about changes in existing and future urban form that will facilitate the development of the most efficient and effective transportation system possible.

The plan provides more mobility than we would have without a plan, since it brings major expansion of public transit in Sacramento to meet expected demand, some expansion of public transit service in other counties to keep pace with population growth, a network of carpool/bus lanes on the freeways, long-sought highway improvements in the Yuba-Sutter area, which still lacks direct freeway access, and additional funding which will help enable transit operators to meet the requirements of the Americans with Disabilities Act (ADA).

Given all of these improvements to the system, and given the role of public transit and paratransit in providing mobility to those who are unable to drive cars, or cannot afford cars, or are too young to drive, *the plan clearly performs best in terms of mobility.*

Regarding land use, the "No Plan" scenario is a status-quo approach. The plan brings expansion of mass transit in the metropolitan area. Mass transit is a key component in Sacramento County's new General Plan; transit is the basis for the proposed transit-oriented developments in that proposed plan. In addition, the Sacramento Regional Transit District has plans to foster joint development of station sites where possible. An expanded light-rail system will maximize the chances for such development, and would support the County's new general plan. *Therefore, the plan performs best in this regard.*

3. Air Quality Goal: to directly support the achievement of state and federal air-quality standards.

The plan results in slightly lower emission forecasts than the "No Plan" scenario. While the difference in emissions between the two scenarios is slight, the scenario with the lowest projected emissions is considered the best. Also, the plan results in less emissions than the 1996 "emissions budget" we must meet or beat, under federal air-quality requirements. *Therefore, the plan performs best.*

4. Safety Goal: to provide the safest possible transportation system for all.

One of the key differences between the two scenarios is full funding of roadway maintenance, repair and preservation. The plan covers all of these needs, which clearly would contribute to safety. Without a plan, the region is stuck with a shortfall exceeding \$2 billion over 20 years. *The plan performs best.*

5. Environmental Goal: to provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.

The environmental impacts of the two scenarios have been analyzed and compared in a Subsequent Environmental Impact Report, as required by the California Environmental Quality Act. The final report was to be certified by the SACOG Board of Directors in June 1994, prior to adoption of this Plan Supplement.

6. Economic Goal: to create the most economical transportation system and to make the most efficient use of transportation revenues in providing transportation services and facilities, optimizing the movement of people, goods, and information.

Economic comparison of transportation alternatives is one of the most difficult comparisons to perform. We can compare the direct construction costs, and compare the identified maintenance and operating costs of the different scenarios -- by those standards, the plan is far more expensive than the "No Plan" scenario. However, it is extremely difficult to identify other, external costs imposed by different transportation strategies. For example, what is the cost of congestion and delay? What is the cost of one more ton of air pollution? Such questions are the focus of ongoing research. No consensus has developed on all the costs that should be included in a cost comparison, and how these different costs should be valued. *Therefore, all we can say at this point is that the "No Plan" scenario is cheaper in terms of identifiable direct costs. Further study is needed to fully answer the question of economy.*

7. Organizational Goal: to foster more coordination and cooperation between agencies to avoid interagency conflict and to assure the most effective use of transportation revenues.

Agencies in the region no doubt would attempt to cooperate with each other regardless of whether this Plan Supplement is adopted or not. However, this plan calls for establishing formal arrangements for coordinating the overlapping planning processes in the region. In particular, we will attempt to unify the regional planning process and countywide congestion management efforts; we also will attempt to link more strongly our long-range regional planning with short-range project-selection and funding processes. *The plan clearly brings more coordination and cooperation than we would have without a plan.*

Conclusion

The Metropolitan Transportation Plan, including this Supplement, performs best in terms of the System Preservation, Land Use/Mobility, Air Quality, Safety, and Organizational Goals, or five out of seven. The "No Plan" scenario performs best in terms of the Economy Goal, considering only the identifiable direct costs. Performance with respect to the Environmental Goal is under study in the CEQA process. *This Metropolitan Transportation Plan and Supplement perform far better than not having a plan, from a policy standpoint.*

TECHNICAL ANALYSIS

From a technical standpoint, this plan results in a much better transportation system than we'd have without a plan...

Like the policy analysis in the previous section, the following technical analysis pertains to our entire "supplemented" planning region, not just Placer and El Dorado Counties. This is necessary to comply with federal planning requirements. The analysis was performed using our computerized transportation models. Known as "travel demand forecasting models," these computer systems are designed to forecast transportation performance statistics for a typical weekday in a specified future year (in this case, the year 2015). The model forecasts things such as the number of trips that will occur; the proportion of trips that will be made by single-occupant autos, carpool vehicles, and public transit; the total time and distance traveled *en masse*; average trip time and distance; the routes chosen for each trip; the number of lane-miles of congestion; and total hours of delay, among other statistics. We operate one such computer model for the Sacramento metropolitan area, and another for the Yuba-Sutter area. The findings here combine the results of both models, for regional totals.

The technical analysis differs from our 1993 *Metropolitan Transportation Plan* in another way, besides the expanded planning area. In the '93 plan, we analyzed a "No Plan" scenario that included numerous locally funded, "funding assured" transportation improvements. Now, in keeping with new federal planning mandates, the "No Plan" scenario includes no transportation improvements at all, only maintenance of the existing system. Therefore, the difference in performance between the "Plan" and the "No Plan" scenarios is much greater in this document than the difference was in our '93 *Metropolitan Transportation Plan*.

The tables and charts on the following pages compare the performance of the plan with the performance we'd get without a plan (the "No Plan" scenario). The narrative and notes with each table offer an interpretation of the statistics. The reader should be aware that our transportation forecasting models cannot estimate the number of trips made on foot or bicycle. The projections of people's future modes of travel therefore don't reflect bicycle trips or pedestrian trips.

Performance of the Plan
(Regionwide Totals)

Measure	No Plan	Plan	Difference from No Plan to Plan
<i>20-Year Expenditures (millions of '92 \$) . . .</i>			
Capital Improvements	0	\$3,834	+ \$3,834
Transit Operations & Maintenance	\$2,054.1	\$4,083.0	+ \$2,028.9
Road maintenance	\$2,073.0	\$ 2,195.4	+ \$122.4
Total Expenditures	\$4,127.1	\$10,112.4	+ \$5,985.3
<i>Daily Performance Measures In The Year 2015 . . .</i>			
Congestion (lane miles)	3,640	3,310	- 9.1%
Delay (person hours)	2,219,846	1,516,105	- 46.4%
Single-Occupant-Vehicle Trips	6,076,324	5,975,989	- 1.7%
Vehicle Miles of Travel	81,159,982	80,487,794	- 0.8%
Vehicle trips	8,212,363	7,607,436	- 7.9%
Transit riders	102,280	171,360	+ 67%
Transit mode share	1.3%	1.8%	+ 38.5% (1)
Bicycle & Walk trips (2)	NA	NA	NA
Bicycle & Walk mode share (2)	NA	NA	NA
Auto occupancy (work trips)	1.10	1.12	+ 1.8% (3)
Auto occupancy (all trips)	1.29	1.39	+ 7.7% (3)

Explanatory Notes on Next Page

Notes to preceding table

1 -- The 38.5% increase for transit mode share is the proportional increase in mode share, calculated the same way as the other measures in the table. The actual increase, or percentage-point increase, is 0.5%.

2 -- "NA" means "not available." Our computer forecasting model doesn't yet have the capability to forecast bicycle and walk trips, but it will for future editions of this plan. Today, bicycle and walk trips account for a combined 9.2 percent of all daily person trips in the region, according to the SACOG 1991 Household Travel Survey.

3 -- The increases shown are the proportional increase in auto occupancy, calculated the same way as the other measures in the table. The actual increases are 0.02 persons per vehicle for work trips and 0.1 persons per vehicle for all trips.

The preceding table summarized all of the statistical indicators, or performance measures, that we calculated. On the following three pages, these indicators are discussed in more detail, with comparisons of the 1990 statistics and the 2015 statistics for the plan and "no plan" scenario. The indicators are shown in three sets:

- **Personal Mobility**
- **Auto Use**
- **Congestion and Delay**

Personal Mobility

Regionwide Totals -- All Figures are per Weekday

Performance Measure	1990 Estimate	Year 2015 "No Plan"	Year 2015 "Plan"	Difference from No Plan to Plan
Person Hours of Travel	1,302,394	4,625,336	3,801,968	- 21.7%
Person Hours of Delay	241,003	2,219,846	1,516,105	- 46.4%
Drive-Alone Person-Trips	2,733,416 *	6,076,324	5,975,987	- 1.7%
Ridesharing Person-Trips	2,098,843 *	4,532,878	4,563,447	+ 0.7%
Public Transit Person-Trips	56,634 *	102,280	171,360	+ 67%
Bicycle & Walk Person-Trips	509,936 *	NA	NA	NA
Total Person Trips	5,534,154*	10,711,482	10,710,794	+ 0%

* -- The 1990 estimates of person trips are from the SACOG 1991 Household Travel Survey; projections for 2015 are from our forecasting models. The total person trips for 1990 includes 135,316 trips on miscellaneous other modes of travel, which we haven't listed on the table because the forecasting model does not project trips for those modes (air travel, long-distance inter-city bus). "NA" means forecasts of these trips are not available.

Both future scenarios bring large increases in travel and delay over the 1990 figures, because there will be 75% more people living and working here by the year 2015. Of the two future scenarios, the Plan brings substantially less travel time and delay, and slightly fewer drive-alone trips compared to the No Plan scenario. The biggest percent change is in public-transit person trips, which grow by 67 percent with the Plan. ***The forecasts indicate that, with this Metropolitan Transportation Plan, about 100,337 drive-alone person trips would switch to public transit or ridesharing each day.*** This is due to the extensive transit expansion and development of carpool lanes in the plan. Expansion of public transit makes it more convenient to more people. (Note: a person trip is a one-way trip made by one person.)

Auto Use

Regionwide Totals

(All Figures are per Weekday)

Performance Measure	1990 Estimate	Year 2015 "No Plan"	Year 2015 "Plan"	Difference from No Plan to Plan
Number of Vehicle Trips	4,038,270	8,212,363	7,607,436	- 7.9%
Vehicle Miles of Travel	38,684,594	81,159,982	80,487,794	- 0.8%
Vehicle Hours of Travel	1,131,582	4,035,268	3,356,201	- 20.2%

The table shows that the Plan brings small percentage reductions in vehicle trips and miles of travel, but significant improvements in hours of travel, compared to the No Plan scenario. These three statistics are measures of the amount of vehicle use. They also are used in our vehicle-emissions forecasting process, to help determine how much air pollution will be generated by the region's autos. The percentage reductions in vehicle trips and vehicle miles of travel are relatively small because the total numbers are so large. However, note that *even though the reduction in vehicle trips is only about 8 percent from the No Plan scenario, that 8 percent accounts for a reduction of 604,927 daily vehicle trips. This is projected to reduce congestion and delay by 9 and 46 percent, respectively.*

Congestion and Delay -- Regionwide Totals

(All Figures are per Weekday)

Performance Measure	1990 Estimate	Year 2015 "No Plan"	Year 2015 "Plan"	Difference from No Plan to Plan
Lane Miles of Congestion on Freeways*, Expressways, Ramps	264	1,223	1,106	- 10.6%
Lane Miles of Congestion on Major Arterials	182	1,202	1,103	- 9.0%
Lane Miles of Congestion on Minor Arterials	47	836	683	- 22.4%
Congested Lane Miles as Percentage of All Lane Miles (Freeways, Expressways, Ramps, Arterials)	7% of 6,719 lane miles	48% of 6,719 lane miles	37% of 7,718 lane miles	- 62.2%**
Person Hours of Delay	241,003	2,219,846	1,516,105	- 46.4%

* -- Includes carpool lanes.

**-- This is the proportional decrease, calculated the same way as the other percentage differences. The actual difference is 11 percentage points.

The Metropolitan Transportation Plan decreases congestion on our freeways, ramps, and arterial roads, compared to the No Plan Scenario. Person hours of delay also decrease under the Plan. This is due to the projected decrease in vehicle use, shown in previous tables. *These findings support the conclusions of other research, showing that a relatively small reduction in the number of vehicles on the road -- only 8 percent, in this case -- can bring a greater relative reduction in congestion and delay.* We define congestion as traffic level-of-service "E" or "F", meaning the hourly rate of motorist demand for a roadway is equal to, or greater than, the hourly capacity of the roadway. When hourly demand exceeds hourly capacity the peak hour will spread, lengthening the congested period beyond an hour.

Air Quality

This chapter closes with a look at the air-quality impacts of the Plan. The following "emissions" forecasts were produced by using another computerized forecasting system, called the Direct Travel Impact Model, or "DTIM." This model forecasts the amount of vehicle emissions, or pollution, that will occur on a typical day in a given future year.

EMISSIONS FROM ON-ROAD VEHICLES (Tons per Day)			
Pollutant	1990 (Base Year)	Year 2015 "No Plan"	Year 2015 "Plan"
Total Organic Gases	60.64	28.46	25.81
Nitrous Oxides	98.15	93.98	90.97
Carbon Monoxide	760.41	372.76	337.14
Particulate Matter ("PM-10")	103.38	271.42	252.66

Total organic gases and **nitrous oxides** are the chemical ingredients, or "precursors," that form ozone pollution. Ozone isn't emitted directly from vehicle tailpipes -- it results when these two ingredients emerge from the tailpipe and combine in sunlight and heat. Since heat triggers the formation of ozone, it is primarily a summertime problem. The daily emissions given above for these two pollutants are for summer days.

Carbon monoxide, emitted directly out of vehicle tailpipes, is chiefly a wintertime problem. The daily emissions shown for this pollutant are for winter days.

Particulate matter ("PM-10") refers to dust particles that are 10 microns in width or smaller, which is small enough to penetrate the human respiratory system. Particulate matter is not a seasonal problem, unlike ozone and carbon monoxide pollution. The PM-10 figures shown above were estimated using the "AP-42" methodology developed by the U.S. Environmental Protection Agency.

The "On-Road Vehicles" referred to in the title of the chart include autos, buses, trucks, motorcycles, and construction vehicles. The table indicates that the plan reduces pollutants below the levels they would reach without the plan, in the horizon year of 2015.

More detailed information on the plan's air-quality impacts will be available in two other sources: the Air-Quality Conformity Finding, and the Subsequent Environmental Impact Report, both distributed separately by SACOG.

PUBLIC INPUT

We have publicized this plan supplement process through our "Mobility" newsletter, public discussions at meetings of elected officials, and through notices, advertisements, and press releases in local newspapers...

These were the techniques available to us in light of the very tight deadlines for completing this process. We will add another step, conducting public workshops, as we develop the next regularly scheduled update of the plan, in 1994-95. The workshops, as well as the other techniques mentioned above, all are part of SACOG's community input process. We worked with the staffs and elected boards of the El Dorado County Transportation Commission and Placer County Transportation Commission in fostering public discussion of this plan supplement. Our community input plan generally includes:

- public workshops
- publication of our "Mobility" newsletter
- press releases and advertisements to announce meetings, workshops, and the availability of plans and reports
- meetings with advisory committees including public-sector planners, private citizens, and private-industry representatives

These techniques are described in detail in our "Community Input Plan," available from SACOG upon request.

COMMENTS, RESPONSES

This section shows the letters of comment we received on the draft version of this Plan Supplement, along with our responses...

The format we've used is as follows: a copy of the letter received, followed by our response to that letter.

MAY 19 1994

FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

May 17, 1994

HPR-CA
File: 1040.2 SACOG
PL-0042-(17)

Mr. James W. van Loben Sels, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
for Mr. Brian Smith

Dear Mr. van Loben Sels:

We have conducted a preliminary review of the Sacramento Area Council of Government's (SACOG) Draft Supplement to the 1993 Metropolitan Transportation Plan (Draft MTP) as transmitted by SACOG's Memorandum dated April 25, 1994. We appreciate SACOG giving us the opportunity to review this document, and do have the following comments:

General

We are pleased to see the detail and descriptive information SACOG has included in this Draft supplement and update to the MTP. We would like to address the following statement from the beginning of MTP Appendix A:

"This is one of the consequence of the new conformity procedures -- the need for more frequent updating of project-specific details in our Metropolitan Transportation Plan."

The goal of the new conformity regulations in regards to the MTP, is a more concise and relevant planning document, not increased paperwork and delay. The Metropolitan Transportation Plan is a PLAN for the next 20 years of growth and funding to the region. By keeping the MTP a flexible planning document, not a detailed funding procedure, MTP amendments and updates should be kept to a minimum.

While this supplement is an ideal time to bring the 1993 MTP up-to-date, the regulations do not require an MTP amendment for changing construction years of projects. The planning and conformity regulations allow the MPO to move projects around in the RTP, as long as funding and air quality assumptions are not altered.

If you have questions on these comments, please do not hesitate to contact Spencer Stevens at (916) 551-1297.

By copy of this letter, SACOG is being provided with these comments.

Sincerely yours,

J. STEPHEN GUHIN

For
Peter C. Markle
Acting, Division Administrator

cc:
HPD-09
FTA, Walt Strakosch
SACOG
Caltrans, HQ DOTP, Tremain Downey

Response to letter of May 17, 1994 from J. Stephen Guhin, Federal Highway Administration, California Division

We are glad Mr. Guhin found our Draft Plan Supplement to be acceptable in terms of its detail and descriptive information.

He refers to a statement in the draft, to the effect that one of the consequences of the new conformity rules is more frequent updating of project-specific details in the Metropolitan Transportation Plan. Mr. Guhin writes that the new rules do not require this.

While it's true that the new rules do not require more frequent updating of plan details, we stand by our statement that this is one of the consequences of the new rules. When local jurisdictions have changes in project years or other details, we must go through a process of making those changes in the plan and the conformity analysis, if the project in question is regionally significant and if the change of scheduling changes an air quality conformity assumption. Changing the project years and conformity analysis also means formally revising and adopting a new plan and a new environmental impact report.

Regarding plan flexibility, Mr. Guhin states that the planning and conformity rules allow MPOs to "move projects around in the plan [from one year to another], as long as funding and air quality assumptions are not altered." In the SACOG region, almost any change in a project year, to or from any year through 1996, violates an air quality assumption. That's because the years 1995 and 1996 both are milestone years for meeting certain requirements for certain pollutants. To make a change in a regionally significant and modellable project to, from, or within those years, we must perform a whole new conformity process, which includes interjurisdictional consultation, technical analysis, public review, and board action -- a five-month process at a minimum. The statement that the new rules "allow the MPO to move projects around" in the plan simply doesn't apply as a generalization in the SACOG region. Some project-year changes can be made without a new conformity analysis, but many others can't, depending on the particular change in years and type of project being sought.



COMMUNITY DEVELOPMENT
CITY OF ROSEVILLE
TRADITION•PRIDE•PROGRESS

316 VERNON STREET • ROSEVILLE, CA 95678
PHONE: (916) 774-5334 • FAX: (916) 774-5129

May 23, 1994

Sacramento Area Council of Governments
3000 "S" Street, Suite 300
Sacramento, CA 95816

SUBJECT: Draft Subsequent Environmental Impact Report -- 1993
Metropolitan Transportation Plan Supplement

To whom it may concern:

The City of Roseville has the following comments on the 1993
Metropolitan Transportation Plan Supplement, Draft SEIR.

1. Page 3-9, Second Table. The table which begins on this page and continues to page 3-14 lists projects within Placer County, but includes only a few projects within the City of Roseville. Should this table list all planned projects within Roseville? How were the Roseville projects selected for inclusion in or exclusion from the MTP? (A complete project list can be found in the PCTC RTP -- see attachment)

This table is not labeled, such as the table shown on page 3-8 (Public Transit Projects).

2. Page 3-10, Project Table. The last project shown on this table consists of the construction of various bicycle commuter links to schools and major employment centers in Roseville, and is programmed for year 1999. The City has prepared a draft bikeway master plan, and this plan is slated for formal adoption by the City Council within the next couple of months. This master plan includes various bikeway projects that will provide links to schools and major employment centers. The Roseville Bikeway Master Plan includes a short-term list of projects which are intended to be completed within a ten-year period (see attachment), and a long-term list which realistically will probably require twenty years to complete. Consequently, the 1999 program date shown on the table is inconsistent with the plan. Program dates of 2005 and 2015 would be more realistic, depending on which projects you are addressing. In any case, the MTP should be consistent with Roseville's draft Bikeway Master Plan.

③

3. Page 3-12, Project Table. This table lists a project described as the extension of Foothills Boulevard from Roseville to Lincoln. This project has not been assumed as part of the City's Capital Improvement Program, nor was it included as part of the City's future roadway network in the General Plan. Consequently, this project should be removed from the table.

④

4. Page 3-11, Project Table. This table identifies bike lanes along Washington Boulevard. In order to stripe bike lanes on this road, the City must also construct some type of overcrossing or undercrossing for Andora Bridge, an elevated railroad crossing of Washington Boulevard. The table states that the project will be completed by 1999. The City is working on this project currently, because Buljan Intermediate School recently opened on Washington Boulevard. A number of students walk or ride their bikes to the school, and many of them must cross the railroad to get to the school. The railroad under- or overcrossing is a critical part of the project. Please include it in your list.

⑤

5. Page 3-12, Project Table. This table states that Old Auburn Road will be widened from Sierra College Boulevard to Roseville Parkway by the year 2005. Construction recently began for this roadway segment. The expected completion date is 1997.

If you have questions, you may call John Maguire (774-5339) or Neila Stewart (774-5499).

Sincerely,



Neila Stewart
Roseville Community Development Department

CC: Patty Dunn, Roseville Planning Department
John Greitzer, SACOG
John Maguire, Roseville Public Works Department
Larry Pagel, Roseville Public Works Department

Response to letter of May 23, 1994 from Neila Stewart, City of Roseville Community Development Department

This letter was sent to SACOG as a letter of comment on the Draft Environmental Impact Report on the plan supplement. However, a number of the questions and comments in the letter pertain to the plan supplement itself, not the environmental document. The letter notes that the project lists include only a few projects within the City of Roseville, and asks whether the table should list all planned projects within Roseville. The letter goes on to ask how were the Roseville projects selected for inclusion in, or exception from, the MTP.

The purpose of the Supplement to the '93 Metropolitan Transportation Plan is to add short-term projects that Placer County jurisdictions hope to move forward in the next year or two, particularly those for which they will seek state or federal funding. Longer-term projects may be considered for inclusion in future updates of the plan. The short-term projects included in the supplement were identified for us by the Placer County Transportation Commission, using a process defined in the Memorandum of Understanding between SACOG and PCTC. We relied on the El Dorado County Transportation Commission for the same input regarding projects from El Dorado County jurisdictions.

For the non-SACOG-member jurisdictions, the project lists show numerous local road projects that are longer-term, some as far in the future as the year 2015. However, these projects weren't "added" through this Supplement. They were already included in our plan's modeling and forecasting assumptions, so we listed them in the Supplement for reference. For our member jurisdictions, like Roseville, long-term projects already are included in our 1993 Metropolitan Transportation Plan.

Regarding questions about the dates of Roseville bicycle projects, these dates were supplied to SACOG by the Placer County Transportation Commission (PCTC). For future planning cycles, we urge the City of Roseville to make sure that PCTC has the latest information on such projects, so that PCTC can forward the correct information to SACOG.

The letter's author (Ms. Stewart) also requests that we remove the Foothills Boulevard extension project from the plan supplement because it is not in the City of Roseville's Capital Improvement Program or General Plan. As with the bicycle projects, we rely on input from the Placer County Transportation Commission on such matters. PCTC has informed us that the Foothills Boulevard extension project is proposed by Placer County, not by the City of Roseville. PCTC has requested that we keep this county project in the plan supplement, and we have complied with PCTC's request (see PCTC letter and response, later in this chapter).



City of Placerville

487 Main Street
Placerville, California 95667

May 24, 1994

Don Farrimond, Executive Director
El Dorado County Transportation Commission
1166 Broadway, Suite D
Placerville, CA 95667

Subject: 1993 Metropolitan Transportation Plan Supplement

Dear Don:

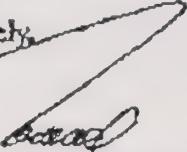
I have had a chance to briefly review the 1993 Metropolitan Transportation Plan Supplement prepared by the Sacramento Area Council of Governments dated April 1994. While reviewing the list of projects that are included for El Dorado County, I have noted that no City projects are included (except for those relating to Highway 50). The City has at least two (2) projects that we are planning to pursue in the next 12 - 24 months which should be included in the project list. These two projects are as follows:

1. **Widening of Placerville Drive:** We are aggressively pursuing the reconstruction of Placerville Drive and the widening of Placerville Drive to include a center turn lane. Accidents continue to be one of the main problems on Placerville Drive and a turn lane would certainly help. Source of funding for this project is not clear. We are hoping to use some gas tax, possibly an Assessment District and maybe redevelopment financing.
2. **Extension of Mallard Lane to Coolwater Creek Road:** A condition associated with the Orchard Hill Subdivision requires the construction of Mallard Lane to Coolwater Creek Road, making a complete connection from Green Valley Road through to Cold Springs Road.

In addition, the City has projects which are geared towards the traffic impact fee. A copy of this project list is attached. There are no specific dates for when these projects will be constructed. These projects do fall on the City's Master Street Plan.

We are currently reviewing the City's Capital Improvement Plan. It is not clear at this time just when the revised plan will be completed, however, it will be forward to your office at that time.

Sincerely,


Conrad B. Montgomery
Community Development Director

CBM:le

Enclosure

cc: Pat Flynn, City Engineer

Response to letter of May 24 from Conrad Montgomery, City of Placerville Community Development Director, to the El Dorado County Transportation Commission

The El Dorado County Transportation Commission forwarded this letter to us. Regarding the widening of Placerville Drive and construction of a center turn lane, we hope the city is able to deal expeditiously with what is undoubtedly a serious safety problem. Based on the description from the City of Placerville, it is unclear whether the project is strictly a safety project, a capacity project, or both. We would need details on this and other aspects of the project to determine whether it should be included in SACOG's plans and programs. Since we have completed all of the forecasting and air quality conformity analysis on the plan supplement, it is too late to track down all the necessary information and add it to the project list during this planning cycle. We will be glad to consider this project for inclusion in the next update of our plan, during 1995.

Regarding the extension of Mallard Lane to Coolwater Creek Road, we do not consider Mallard Lane to be a "regionally significant project" (from the standpoint of SACOG's planning region). As we understand this project, Mallard Lane is a collector that takes travelers to nearby arterials such as Green Valley Road and Cold Springs Road. We do not consider such residential collectors to be regionally significant. Therefore the project need not be reflected in SACOG's plans or programs. The project's progress should not be impeded just because it isn't in SACOG's planning documents. Under ISTEA guidelines, the definition of "regionally significant" is largely left to the judgement of each metropolitan planning organization. Therefore it is within SACOG's discretion to determine that, for our planning purposes, Mallard Lane is not regionally significant.

Regarding other projects "which are geared toward the traffic impact fee," the city's letter states "there are no specific dates for when these projects will be constructed." Since we did not receive the list of projects, we don't know whether these projects are regionally significant or not. If there are regionally significant projects, they cannot be included in our plans or programs without specific dates. We will be glad to consider such projects for inclusion in our next update of the plan, if dates for the projects are set, costs have been estimated, and the costs can be covered by the amount of funding reasonably expected to be available to El Dorado County jurisdictions during the planning period.



PLACER COUNTY
TRANSPORTATION
COMMISSION

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O.C. TAYLOR
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City of Colfax
ROBERTA BABCOCK
City of Lincoln
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Town of Loomis
KATHY LUND
City of Rocklin
PAULINE ROCCUCCI
City of Roseville
RONALD LICHAU
PHIL OZENICK
Placer County
CINDY GUSTAFSON
Citizen Representative
TIM DOUGLAS
Executive Director

May, 27 1994

John Grieitzer
SACOG
3000 "S" Street, Suite 300

RE: Comments on SACOG MTP Supplement

Dear John:

Thank you for faxing the comments from the City of Roseville and the County of Placer regarding the MTP supplement and DEIR. We have reviewed these comments and will work with you to make any changes necessary to respond to their comments. We plan to make the changes they recommend, excluding those noted below, to our RTP in June. Please note our specific comments below.

- 1) On page 11 of the Draft MTP Supplement, two bikeway projects are listed for the city of Roseville. We submitted both of these projects. Based on a discussion with City of Roseville staff, it will be necessary to delete the "commuter links" project to assure that the PCTC submission is consistent with the Roseville Bikeway Master Plan. PCTC plans to include by reference the Roseville Bikeway Plan in the PCTC RTP in June.
- 2) The City of Roseville has also requested that the extension of Foothills Blvd. from Roseville to Lincoln (Page 3-12) be deleted from the MTP project list. They would like to delete the project since the project is not included within the Roseville Capital Improvement Program. This project is included in the PCTC Regional Transportation Plan and is within the jurisdiction of Placer County. Since this project is sponsored by the Placer County Department of Public Works, we believe that it should remain as a project within the list that PCTC has submitted to SACOG as per the PCTC/SACOG/State of California Memorandum of Understanding.
- 3) The Light-Rail project listed on Page 12 is identified at a cost of \$84 million. The PCTC RTP lists the project at \$112 million to construct. PCTC received this figure from the City of Roseville. Please identify your source for the cost estimate of this light-rail extension.

PCTC staff have had additional concerns regarding this project. We believe that these concerns have been addressed for this supplement through PCTC/SACOG staff discussions and correspondence.

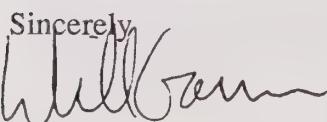
John Greitzer
May 27, 1994
Page 2

4) A number of projects have been proposed by Placer County jurisdictions to PCTC and SACOG after the MTP transportation and conformity modeling was completed. These projects include (1) interchange and lane improvements on State Route 65 for the Twelve Bridges project in Lincoln and (2) interchange improvements on Interstate 80 in Loomis at the Horseshoe Bar Interchange (beyond the original PCTC MTP submittal). These projects are funded solely by developer mitigation fees and are proposed to begin within the next year.

We do not believe that these projects should be included in the MTP supplement presently under consideration if it would result in a delay in processing the supplement. We agree with SACOG staff that it would not be prudent to delay this supplement which include projects in Placer County and other counties in the SACOG region that need to begin this summer.

However, in light of the potential that, beginning November, SACOG may no longer be able to process further MTP and FTIP amendments due to the imposition of air quality sanctions on the region, special arrangements should be made to evaluate whether these privately funded projects may go forward in a timely manner. Waiting for the regularly scheduled MTP and FTIP amendment cycle in 1995, may mean that these important projects are needlessly delayed. Given these unusual circumstances, PCTC requests that SACOG give serious consideration to processing an additional MTP and FTIP amendment within the next few months to assure that developer-funded projects are evaluated for conformity purposes and allowed to proceed before the federal sanctions are imposed on the region.

If you have any questions about these comments please do not hesitate to contact me at 823-4030.

Sincerely,

Will Garner

cc: Larry Pagel
Jack Warren
Placer County Jurisdiction City Managers
Placer County Executive

Response to letter of May 27 from Will Garner, Placer County Transportation Commission

SACOG appreciates the involvement of the Placer County Transportation Commission in coordinating project preferences among Placer County jurisdictions. We have deleted the "commuter links" bicycle project from this final version of the supplement, as per the request from PCTC. We also have kept the Foothills Boulevard extension in the supplement, again by request from PCTC based on its coordination of projects among Placer County jurisdictions.

Regarding the source of our cost estimates for the light-rail extension into Placer County, our estimates for all light-rail projects were provided to us in the fall of 1993 by the Sacramento Regional Transit District. All cost estimates for projects in the Metropolitan Transportation Plan will be updated during our next scheduled update of the plan in 1995.

Finally, the PCTC letter requests that "SACOG gives serious consideration . . . to an additional MTP and FTIP amendment within the next few months to assure that developer-funded projects are evaluated for conformity purposes and allowed to proceed before [possible] federal air quality sanctions are imposed on the region."

We do not expect federal air quality sanctions to be imposed on the region, although technically this is a possibility. Regardless of the issue of sanctions, SACOG staff recognizes the desirability of amending the project lists in our long-range plan more frequently than every two years, which is our normal schedule for updating the plan. SACOG may be able to produce one more amendment to the plan, before the air quality conformity process changes. The air quality conformity process is to be redesigned in a joint effort involving a partnership of transportation and air quality planning agencies in the non-attainment area, as part of the Air Quality Attainment Plan and the accompanying SIP Conformity Element. Due in November, these documents will affect the air quality conformity analysis and process, effective in February 1995. The Air Quality Attainment Plan, or SIP Submittal, will define the emissions budgets that we must use to test all our transportation plans and programs in the future, for conformity. The SIP Conformity Element will define how the process is to work.

Regardless of whether we begin a plan amendment or wait for the next scheduled update of the plan, we would need a considerable amount of information from Lincoln, submitted both to SACOG and PCTC, to consider the request. That information includes documentation of funding commitments, identification of a locally adopted general plan that includes appropriate land uses and growth forecasts in the specific location of the proposed project on the schedule indicated, status of environmental review on the proposed project, clarification of whether Caltrans or the City of Lincoln is sponsoring (serving as "lead agency") on the project, agreement between Caltrans and the City of Lincoln on project design, schedule, and costs, and technical information at a sufficient level of detail for forecast modeling, such as the number of lanes, length of any required widening of State Route 65, etc.

CITY OF LINCOLN



TELEPHONE 645-3314

1530 3RD STREET, STE. 111 • LINCOLN, CALIFORNIA 95648

May 26, 1994

Mr. Mike Hoffacker, Executive Director
Sacramento Area Council of Governments
3000 S Street, Suite 300
Sacramento, CA 95816

Dear Mr. Hoffacker:

The City of Lincoln appreciates the opportunity to comment on the Draft Supplement to the 1993 Metropolitan Transportation Plan which will be presented to your Board of Director on June 16, 1994. As you know, the City has expressed some reservations regarding the supplement in terms of a specific development project which lies within the sphere of influence of the City of Lincoln.

A commercial and residential development project known as Twelve Bridges is currently proposed to begin construction by next summer. The project is located southeasterly of the City of Lincoln adjacent to State Route 65. While it is our understanding that sufficient demographic data to accommodate the development has been included in the SACMET model, the specific transportation improvements necessary to serve the project are not included in the regional plan. Since these improvements are scheduled for construction by early next summer, we are concerned about the status of the project relative to air quality conformity.

We believe that the changes in the transportation network resulting from the Twelve Bridges development will not adversely affect the regional plan's air quality conformity. However, under current federal planning and air quality regulations, these improvements must be included as part of the region's overall conformity analysis. We also fully understand the additional delay which would result from the required analysis to model another change in the MTP.

We are aware of several projects around the region which are awaiting SACOG approval of the supplement to the MTP so that those projects can proceed. Therefore, the City of Lincoln is willing to withhold a request for modification of the proposed supplement to the MTP at this time. We would earnestly request, however, that the SACOG board develop and pursue an amendment process for consideration of projects like the Twelve Bridges development which are scheduled to get underway in the near future. We will be meeting with our representative on the SACOG board to request early implementation of an amendment process to allow for consideration of projects which were not included in the proposed supplement.

Again, the City appreciates the opportunity to comment on the proposed supplement to the MTP and we look forward to working with the PCTC and SACOG to insure the viability of proposed development projects in the City of Lincoln and to meet the region's air quality requirements.

If you have any questions, please do not hesitate to contact me.

Sincerely,



William J. Malinen
City Manager

WJM:RC/cs

cc: Lincoln City Council
Harry Crabb, City of Roseville
Chairman of PCTC
SACOG Board Members
Jodie Lonegran and Mike Forga, Caltrans
Tim Douglas PCTC
John Greitzer, SACOG

Response to letter of May 27 from William Malinen, City Manager of the City of Lincoln

SACOG staff is aware that the City of Lincoln desires to have the Twelve Bridges highway project added to the Metropolitan Transportation Plan at the earliest opportunity. As discussed in our response to the PCTC letter, SACOG staff is in the process of determining whether, and how, we can update the project list in the plan more frequently than every two years. SACOG may be able to produce one more amendment to the plan, before the air quality conformity process changes. The air quality conformity process is to be redesigned in a joint effort involving a partnership of transportation and air quality planning agencies in the non-attainment area, as part of the Air Quality Attainment Plan and the accompanying SIP Conformity Element. Due in November, these documents will affect the air quality conformity analysis and process, effective in February 1995. The Air Quality Attainment Plan, or SIP Submittal, will define the emissions budgets that we must use to test all our transportation plans and programs in the future, for conformity. The SIP Conformity Element will define how the process is to work.

Regardless of whether we begin a plan amendment or wait for the next scheduled update of the plan, we would need a considerable amount of information from Lincoln, submitted both to SACOG and PCTC, to consider the request. That information includes documentation of funding commitments, identification of a locally adopted general plan that includes appropriate land uses and growth forecasts in the specific location of the proposed project on the schedule indicated, status of environmental review on the proposed project, clarification of whether Caltrans or the City of Lincoln is sponsoring (serving as "lead agency" on) the project, agreement between Caltrans and the City of Lincoln on project design, schedule, and costs, and technical information at a sufficient level of detail for forecast modeling, such as the number of lanes, length of any required widening of State Route 65, etc.



PLACER COUNTY DEPARTMENT OF PUBLIC WORKS

JACK WARREN, Director
JAN WITTER, Assistant Director
ALAN ROY, Deputy Director
TIM HACKWORTH, Deputy Director

May 27, 1994

Mr. John Greitzer
Sacramento Area Council of Governments
3000 S Street, Suite 300
Sacramento, CA 95816

Dear Mr. Greitzer:

RE: Supplement to the 1993 Metropolitan Transportation Plan

Placer County has reviewed the Draft Plan Supplement to the 1993 Metropolitan Transportation Plan. We offer the following general and specific comments for your consideration:

One major concern that Placer County has with the Plan is the list of projects. Placer County proposes to construct numerous shoulder widenings, bridge replacements, intersection signalizations and horizontal and/or vertical re-alignments over the next twenty years, including the next two years. A list of projects proposed over the next two years and which are not included in the project lists is enclosed with this letter. If there is any question about these projects being eligible under the broader "preservation" project, we believe that it is essential that these projects be included in the Plan. To make the preservation project more encompassing, we have suggested a project description change to include these types of projects.

Also, as a general comment, no airport projects are included for Placer County. Does the exclusion of these projects preclude the use of federal or state monies for airport improvements for the next two years, or until an update of the MTP is prepared?

Please note that for all comments regarding the "year" of an improvement, the year that we indicate is the last year of a fiscal year that runs from July 1 to June 30. For example, 1995 would refer to FY 1994/95, ending in June, 1995. It is our understanding that SACOG uses similar nomenclature. If this is not the case, please adjust our recommended "year" accordingly. The year also indicates the construction year for construction projects. Environmental and preliminary engineering may occur before this date.

Page 4: To reiterate that this Plan does not include a comprehensive listing of all long-term projects, we recommend that the last three sentences be modified to read as follows:

For that reason, we specifically wanted to add those projects in Placer and El Dorado Counties for which federal funds may be requested ***in the next one or two***

Mr. John Greitzer
May 27, 1994
Page 2

year period. We also wanted to show those projects that may be forwarded for state funding *during the same timeframe. Therefore, the list of projects is not an all-inclusive list of anticipated long- and mid-term projects. Rather, a more comprehensive list of projects will be developed and incorporated into* future updates of this plan.

Page 14: The Route 49 signal and intersection modification project should be on-going and funding assured (100% local and Caltrans minor project funds). The Route 49 signal coordination should be for 1995 and funding assured (100% Caltrans). The I-80/Newcastle Road/Indian Hill signalization should be for 1995 and funding assured (75% local, 25% Caltrans). The Foresthill Road projects are for the same limits, with either one of the two provided being accurate. The projects are both from 2 to 2 lanes, with climbing lanes in various locations. Right-of-way acquisition will occur in 1995 and construction in 1996. The acquisition is funding assured (100% local) and the cost is most recently estimated to be \$1.5 million. We recommend that the project description for the "Various Locations" project be modified to include shoulder widenings, horizontal and vertical curve improvements, bridge replacement and signal installation. Placer County intends to do many projects of this nature in the next two years, a list of which is attached. The funding for these projects is assured and they are on-going.

Page 15: Auburn-Folsom Road will be widened to Joe Rodgers Road and this will likely be done in 1998. The Baseline Road widening between Sutter County and Fiddymont should be for 1999. The Bill Francis Drive improvement should be described as an "extension to Old Airport Road" and should be programmed for 2005. The Bowman Undercrossing should be programmed for 2005. The Cavitt-Stallman extension should be programmed for 1996. Christian Valley Road should be 2005. Cook-Riolo Road should be programmed for 1996. Don Julio Boulevard should be programmed for 2005. East Roseville Parkway should be 2 to 4 lanes and in 2005. The Edgewood Drive project is the same project as listed under the City of Auburn as Edgewood Rive[sic], which is a new roadway (0 to 2 lanes). The City would have to be consulted to determine which year is correct. Education Street should be shown as 1994 (a portion is now under construction). The Eureka Connector should be from 0 to 3 lanes and programmed for 1995. Galena Drive should be programmed for 2005. The Luther Road projects should be programmed for 1995 and 1999 in that order. North Antelope Road should be programmed for 2005, as should Old Auburn Road.

Page 16: Old Auburn Road should be programmed for 1996. The Parallel Road should be programmed for 2005. The widening of PFE from 4 to 6 lanes should follow a widening from 2 to 4 lanes. The 2 to 4 lane widening should be programmed for 1999 and the 4 to 6 lanes in 2015. Professional Drive should be programmed for 1996. The Quartz Drive extension to Richardson should be programmed for 1996. The Richardson Drive project from Atwood to Mt. Vernon should be indicated for 2005. The Sierra College Boulevard widening from Sacramento County to Rocklin should be programmed for 2010 and it should be preceded with widenings from 2 to 4 lanes between Cavitt-Stallman and Sacramento County in 1995 and from Cavitt-Stallman to City of Rocklin in 2000. The Sierra College

project between Rocklin Road and I-80 should be a widening from 2 to 6 lanes. The Sunset Boulevard project should be programmed for 1999. The Walerga Road widening from 4 to 6 lanes should be preceded by a widening from 2 to 4 lanes in 1999. The first Willowcreek Road project should be deleted and the year changed on the second from 2015 to 1996.

Placer County understands that changing the date on many of the above projects may require additional air quality conformity analyses and approval by the proper state and federal government agencies. Many of the above projects are envisioned for a long-term timeframe, and we would, therefore, support no change in the programmed date in conjunction with this Plan amendment if we are able to make the changes when the Plan is next updated (within the next two years). However, it is essential that the date be changed on the following projects, which have the potential for implementation within the next two years:

1. Taylor and Ophir Road bikelanes. Shown in 1999, this project should be 1995. We believe that this date can be changed without affecting the air quality conformity because the project is not modelable and because both transportation enhancement activities and bicycle facilities are exempt from regional air quality conformity findings.
2. Route 49 - Signal modification and intersection improvements. This "project" summarizes intersection improvements on SR 49 which are contained in the Auburn/Bowman Community Plan. The intersections include: Florence, Dry Creek, Quartz, Bell, Willowcreek, Atwood, New Airport, Luther, Live Oak, Edgewood and Nevada Street. This "project" is programmed for 1999, but really is a series of projects that will be implemented over a number of years and, therefore, should be "ongoing". It appears that the change from 1999 to ongoing can be justified without affecting the air quality analysis by the fact that intersection signalization (at individual intersections) and intersection channelization projects are exempt from regional emission analyses.
3. SR 49 - Signal coordination from Lincoln Way to Dry Creek. This project is programmed by SACOG for 1999. However, Placer County and Caltrans are pursuing this in a much more expedient timeframe, probably 1995. It would seem appropriate to move this date without affecting the air quality analysis because the project is not modelable at this time.
4. I-80/Newcastle/Indian Hill Road signalization. Programmed for 1999, it should be moved to 1995. This could be accomplished without additional regional air quality analysis because signalization of individual intersections is exempt from regional emissions analysis.
5. Foresthill Road. There are two projects under consideration here; the right-of-way purchase and the reconstruction. Both are programmed for 1999. The

acquisition should be 1995, and the reconstruction in 1996. The right-of-way acquisition is not modelable and will use no federal funds. The reconstruction is a Federal Highway Administration project using federal funds and it is a safety project that includes both "widening of narrow pavement" and "truck climbing lanes", projects identified in 40 CFR Part 93, Sections 93.134, as being exempt from air quality conformity findings. Therefore, the date should be able to be moved without air quality conformity implications.

6. System Preservation/Rehabilitation. This "project" is programmed for 1995, whereas, it is an ongoing project (all 20 years of the Plan). The "project" is not modelable, and is exempt from air quality conformity findings.

7. Old Auburn Road. This project is an extension from Sierra College to Roseville Parkway. It is programmed for 2015; but we believe at least a portion will be constructed in the very near future and, therefore, should be moved to 1995. It is not regionally significant and will use no federal money. Therefore, the date should be changed.

8. Professional Drive. This is the connection from south of Bell to north of Atwood, through the DeWitt Center property. SACOG has it programmed for 2015 and it could go as soon as 1995. The date change should not affect the air quality conformity analysis because the project is not modelable (it is not included in the regional model), is not regionally significant, and will use no federal money.

9. Willowcreek Drive. This is the extension from SR 49 to the DeWitt Center. SACOG has it programmed for 2015 and it could go as soon as 1995. The date change should not affect the air quality conformity analysis because the project is not modelable (it is not included in the regional model), is not regionally significant, and will use no federal money.

10. Sierra College Boulevard. This project is the widening from 2 to 4 lanes between Cavitt-Stallman and the Sacramento County line. Placer County and the City of Roseville are jointly pursuing this project between Old Auburn and Roseville Parkway. Placer County also has approval of an SLTPP grant for the portion from Eureka Road to Douglas. The project is not included in the MTP, but the improvement from 4 to 6 lanes for the same segment is included in 1998. It should be programmed in 1995. It is our understanding that this project was inadvertently removed from the Plan, but the 4 to 6 lane widening was included. It is also our understanding that SACOG will remove the 4 to 6 lane project and include the 2 to 4 lane project.

11. Hulbert/SR 49 Improvements. These are improvements conditioned upon Smith's/Wal-Mart for improvements to SR 49 and for signalization of Hulbert Way. It is not in the MTP. We would like it to be programmed for 1995. The project is regionally significant and is modelable. The signalization is exempt under 40 CFR

Mr. John Greitzer
May 27, 1994
Page 5

Part 93, Section 93.135. The improvements to SR 49 are channelization improvements (left turn lanes and acceleration/deceleration lanes) and, therefore, should also be exempt. Therefore, the addition of this project should not affect the air quality conformity analysis.

12. Eureka Connector. This is a new road connecting Eureka Road to Roseville Parkway. A large portion of this will be constructed by the new Granite Bay High School, which has already accepted bids on the project. The project is programmed for 2015 in the MTP Supplement. The project is not regionally significant and will use no federal funds and, therefore, should be able to be moved without triggering additional air quality conformity analysis.

Page 25: An explanation of the "no Plan" scenario would be helpful.

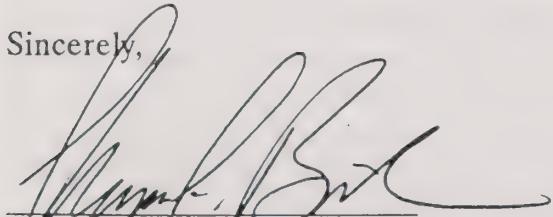
Page 28: It seems misguided to assume no transportation improvements for the "no Plan" alternative, especially since many of the improvements are 100% locally funded and are not regionally significant.

Page 29: While it is understood that the "no Plan" alternative includes "no new transportation improvements at all", it appears inaccurate to assume that no money would be spent on maintenance or transit service. The activities could be maintained at current levels, with large expenditures, with no improvement in the level of effort. The auto occupancy for all trips is not the same as reported in the DEIR. Are "transit riders", as noted on this page, and "transit trips", as noted in the DEIR synonymous? Finally, a comparison of various performance measures to the same measures included in the MTP indicates some questionable results. For example, it appears that El Dorado County and the non-member jurisdiction portions of Placer County account for 62 total transit riders in the year 2015 and that these two areas include only 17,150 vehicle miles of travel.

Page 43: Should Factor #5 address the TEA programming performed by PCTC and EDCTC?

We thank you for the opportunity to review this Plan Supplement. Please feel free to call if you have any questions or if we can be of any assistance.

Sincerely,



Thomas F. Brinkman, P.E.
Associate Civil Engineer

TFB/rwr
Enclosure

PLACER COUNTY DEPT. OF PUBLIC WORKS
PROPOSED PROJECTS 1994-1996
NOT INCLUDED IN MTP

TYPE	ROADWAY	LOCATION	PROJECT	TOTAL COST	FY 93/94	ENG/ROW SURVEY	ROAD CONST.	FUND	NOTES	
									a	b
1	Bell Road	Deseret to Tahoe	Shoulder improvement	17.0	17.0	2.0	15.0	0	a	
1	Placer Hills Rd	Meadow Lane to School	Pipe and shoulder work	27.5	27.5	6.3	21.2	27.5	a	
1, 3	Auburn-Folsom Rd	King Road to Horseshoe Bar	Widen/Shoulders	155.0	155.0	13.8	141.2	155.0	a	
1*	Mt. Vernon	Atwood to Baxter Grade	Widen, re-align, pipe ditch	602.5	120.0	120.0		120.0	a	
1*	Shirland Tract	At Manhattan Bar	Re-align	130.0	13.0	13.0			13.0	a
1	Powerhouse Road	East of Newcastle Road	Horizontal realignment	100.0	100.0	27.0	73.0	100.0	a	
1	Live Oak Road	Six locations	Improve sight distance	25.5	25.5	16.0	9.5	25.5	a	
1	Lone Star Road	SR 49 west	Widen/re-align	148.5	148.5	52.5	96.0	0	a	
1	Cape Horn	At East Cape Horn	Vertical re-align	51.0	51.0	16.0	35.0	51.0	a	
1	Garrett Road	South of Magra Road	Shoulder work	72.0	72.0	22.0	50.0	72.0	a	
3	Combie Road	Placer Hills to Volley	Off road path	32.0	10.0	10.0		10.0		
4	Lozanos at Ophir	Intersection	Left turn lane	108.7	108.7	27.7	81.0	108.7	a	
4	Eureka/Auburn-Folsom	Intersection	Construct signal	90.0	90.0	9.0	81.0	0	a	
4	Oakhill/Auburn-Folsom	Intersection	Construct signal	125.0	125.0	8.0	117.0	125.0	a	
4	Placer Hills/Dog Bar	Intersection	Reconfigure intersection	125.0	125.0	12.5	112.5	125.0	a	
4	Seven Cedars/Barton	Intersection	Improve sight distance	86.0	86.0	11.0	75.0	43.0	a	
4	SR49/Willowcreek	Intersection	Construct signal	265.0	265.0	16.0	249.0	125.0	a	
7	Gold Hill Bridge	at Auburn Ravine	Replace bridge (finalize)	9.0	9.0	9.0		1.8	a	
7	USFS Timber Bridge		Replace bridge (finalize)	8.0	8.0	8.0		2.7	a	
7*	McCourtney Road	at Doty Creek	Replace bridge	500.0	91.8	91.8		13.0	a	
7*	McCourtney Road	at Coon Creek	Replace bridge	500.0	91.8	91.8		13.0	a	
7*	Bell Road	at Orr Creek	Replace bridge	400.0	75.0	75.0		15.0	a	
7*	Bell Road	at Dry Creek	Replace bridge	400.0	75.0	75.0		15.0	a	
7	Ridge Road	at Boardman Canal	Remove bridge	1.0	1.0	1.0		1.0	a	
1, 3*	Luther Road	Bowman to SR 49	Shoulders	244.5	25.0	25.0		25.0	a	
1*	Mt. Vernon	Atwood to Baxter Grade	Widen, re-align, pipe ditch	602.5	482.5	100.0	382.5	482.5	a	
1*	Shirland Tract	At Manhattan Bar	Re-align	130.0	117.0	13.0	104.0	117.0	a	
1	Barton Road	Seven Cedars to Douglas	Widen/shoulders	210.0	210.0	21.0	189.0	0	a	
1	Bancroft Road	Twardus Subdivision	Shoulders	4.2			4.2	0	a	
1	Atwood	SR 49 to Richardson	Widen, CGS infill	517.5	517.5	52.0	465.5	517.5	a	
1*	Bell Road	SR 49 to Richardson	Ultimate design/school imprvmt	100.0	20.0	20.0		20.0	a	
1	Placer Hills Rd	Dog Bar to Weimar	Curve re-align/overlay	214.0	214.0	21.0	193.0	214.0	a	
1	New Airport Road	North of SR 49	Shoulder widening	173.0	173.0	12.0	161.0	0	a	
3	Placer Hills Road	Sugar Pine to Pinewood	Bikelanes	125.0	125.0	5.0	120.0	125.0	a	
4	Canal/Luther	Intersection	Improve sight distance	175.0	175.0	17.5	157.5	175.0	a	
4	Placer Hills/ Meadow Vista	Intersection	Left turn lane	150.0	150.0	15.0	135.0	150.0	a	
7*	McCourtney Road	at Doty Creek	Replace bridge	500.0	408.2	28.0	380.2	81.6	a	
7*	McCourtney Road	at Coon Creek	Replace bridge	500.0	408.2	28.0	380.2	81.6	a	
7*	Bell Road	at Orr Creek	Replace bridge	400.0	325.0	25.0	300.0	65.0	a	
7*	Bell Road	at Dry Creek	Replace bridge	400.0	325.0	25.0	300.0	65.0	a	
7*	Wise Road	at Auburn Ravine	Replace bridge	400.0	100.0	100.0		20.0	a	
7*	Gladding Road	at Coon Creek	Replace bridge	400.0	100.0	100.0		20.0	a	
1, 3*	Luther Road	Bowman to SR 49	Construct shoulders	244.5	219.5	25.0	194.5	219.5	a	
1, 3	Placer Hills Road	I-80 to Pinewood	Widen shoulders/bikelane	850.0	850.0	150.0	700.0	850.0	a	
1	Christian Valley Road	North of Dry Creek	Re-align reverse curves	112.5	112.5	30.0	82.5	112.5	a	
1	King Road	I-80 to Penry Road	Shoulders/intersection	132.5	132.5	13.3	119.2	132.5	a	
3	Auburn-Ravine	SPRR to Auburn	Bikelane	40.0	40.0	4.0	36.0	40.0	a	
3	Auburn-Folsom Road	Douglas to Cavitt-Stallman	Bikelane	70.0	70.0	10.0	60.0	70.0	a	
4	Bell Road at SR 49	Intersection	Widen/Re-construct	450.0	450.0	100.0	350.0	0	a	
4	Wise Road at Crater Hill	Intersection	Site distance improvement	125.0	125.0	25.0	100.0	125.0	a	
7*	Dick Cook Road	at Miners Ravine	Replace bridge	300.0	80.0	80.0		16.0	a	
7*	Dowd Road	at Yankee Slough	Replace bridge	300.0	80.0	80.0		16.0	a	
7*	Wise Road	at Auburn Ravine	Replace bridge	400.0	300.0	20.0	280.0	60.0	a	
7*	Gladding Road	at Coon Creek	Replace bridge	400.0	300.0	20.0	280.0	60.0	a	

Project Type: 1= Shoulder widening and/or re-alignment, 2= Travel lane addition, 3= Bike or pedestrian facilities, 4= Intersection, 5= New roadway,
 6= Safety project, 7= Bridge project

* Projects programmed in more than one year.

NOTES: a: Project would be implicitly included in MTP with project description change proposed for Preservation project.

Response to letter of May 23 from Thomas Brinkman, Placer County Department of Public Works

Regarding preservation projects, as opposed to capacity-increasing projects, there should be no problem if specific projects are not reflected in this plan supplement, or are ongoing instead of just for a listed year. Preservation projects are exempt from federal air quality conformity regulations, and therefore the progress of a preservation project should not be impeded just because it isn't explicitly listed in SACOG's planning documents, or is listed with the wrong dates. In future updates of the plan, SACOG hopes the Placer County Public Works Department will work with the Placer County Transportation Commission (PCTC) to make sure that long-range transportation cost estimates reflect planned preservation work throughout the county. We do not expect to list specific preservation projects in future updates of the plan, since it is now clear that this is not required by planning statute or regulations.

The letter notes that the plan supplement doesn't include airport projects for Placer County, and asks whether this will preclude the use of federal or state funding for airport improvements. This should not preclude the use of state funding. Under state planning law, SACOG is required to include airport projects for Sacramento, Sutter, Yolo, and Yuba Counties in our regional plan. PCTC, as the state-designated regional planning agency for Placer County, is responsible for airport projects and state funding applications in Placer County. Regarding federal funding, the answer depends on the nature of the airport improvement in question. If the project concerns an access road into the airport, and the road is regionally significant, it constitutes a surface transportation improvement of regional significance and would need to be in a conforming plan and TIP to receive federal funding. An improvement to a runway, airport terminal, or other non-surface transportation facility falls under the category of "general" conformity rather than "transportation" conformity. Since SACOG is not involved in general conformity, we are not familiar with the process. SACOG's Airport Land Use Commission staff is aware that there are unresolved issues concerning the general conformity process for airport projects. We suggest that questions on the subject be directed to the Federal Aviation Administration, which allocates federal funds for airport projects.

The letter refers to page 4 of the Draft Supplement, and asks that additional language be added to reiterate that the plan includes only a limited set of projects from Placer and El Dorado Counties, and that additional projects may be added in future planning cycles. This is already stated in the plan (both draft and final versions).

Regarding changes to the years given for certain signal timing and other operational improvements, we have made the requested changes in this final version of the supplement. We urge the county to communicate all such information to PCTC in the future, on as timely and accurate a basis as possible, since we rely on PCTC to provide us with local input from throughout Placer County.

The letter asks for numerous changes to the years of certain road projects, but correctly notes that changing the years would require a new the air quality conformity analysis on the plan. We can make these changes the next time we update this plan, in 1995. SACOG will work with PCTC and Placer County to deal with such requests for changes.

The letter then asks for changes to other projects that won't affect the air quality conformity analysis. We have made all such changes in this final version of the supplement, as per the request, except that we have not made the requested deletion of the final expansion of Sierra College Blvd. from four to six lanes, from the Sacramento County line to Cavitt-Stallman Road. We have kept this widening in the plan, but have corrected typographical errors to properly indicate the years for completion of this project. We have notified the Placer County Transportation Commission of these changes.

Following the specific requests for project changes, Mr. Brinkman asks for an explanation of the "No Plan" scenario. An explanation was given on page 28 of the Draft Supplement. We have moved this explanation to page 25, which is the first reference to a "No Plan" scenario.

The letter states it is "misguided" to assume no transportation improvements for the "No Plan" scenario, especially since many improvements are locally funded and not regionally significant. Federal planning regulations require us to include all transportation improvements -- regardless of funding source -- in the "Plan" scenario. We can no longer assume any improvements in the "No Plan" scenario. However, the "No Plan" scenario may (and does) include preservation, maintenance, and operation of the existing transportation system. This is reflected in this final version of the plan supplement.

Regarding the comments on other items, differences between the draft EIR and the draft plan supplement were due to the fact that we had to release the draft EIR before the draft plan supplement was completely finished, because of the lengthy timetable required for CEQA review and revisions. These differences have now been reconciled and the appropriate changes have been made in the final environmental document. "Transit riders" and "transit trips" are synonymous. The forecasts of transit ridership and vehicle miles of travel were very similar for both the supplement and the '93 MTP because our model forecasts for the '93 MTP already included Placer and El Dorado Counties. We did not show projects from those counties in the '93 MTP because we did not yet have memorandums of understanding with the two counties regarding the planning process to be used. However, the counties already were included in our forecasting models to comply with ISTEA requirements.

The letter closes by asking if Factor #5 in the ISTEA 15 Factors Checklist (Appendix B) should address the "TEA" (Transportation Enhancement Activities) programming performed by PCTC and the El Dorado County Transportation Commission. This will be added to the checklist. The two county transportation commissions do perform programming of TEA funds, but their process is independent of the metropolitan planning organization, as per state law and regulations.

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

District 3
P. O. BOX 911
Marysville, CA 95901
TDD (916) 741-4509
Telephone (916) 741-4277



May 27, 1994

Mr. Michael Hoffacker
Executive Director
Sacramento Area Council of Governments
3000 "S" Street, Suite 300
Sacramento 95816

Dear Mr. Hoffacker:

Caltrans has reviewed the Sacramento Area Council of Governments (SACOG's) draft Supplement to the 1993 Metropolitan Transportation Plan (MTP), which adds selected projects from Placer and El Dorado Counties to the 1993 MTP and includes some technical changes to project descriptions already in the MTP. Overall, the draft MTP Supplement looks excellent; we offer only the following minor technical comments.

El Dorado County Projects

- p. 7, U.S. 50/Ray Lawyer Drive overcrossing - description should note that this project includes right of way for both phases 1 and 2; also, it is our understanding that this project is fully funded with programmed state/federal funds and local funds
- p. 7, U.S. 50/Placerville project - comment column should note that this project is partially funded (\$13.8 million in the 1992 STIP)

Placer County Projects

- p. 14, SR49, widen to six lanes from I-80 to Dry Creek Road - this project is expected to be constructed in three phases
- p. 14, SR49, modify signals - construction of the SR49/Bell Road improvements should be coordinated with the 4-laning of Bell Road scheduled for 1998
- p. 14, SR49, signal timing from Lincoln Way to Dry Creek Rd - facility type is "HWY"
- p. 14, I-80, ramp metering - facility type is "FWY"
- p. 14, I-80, raise overcrossings - facility type is "FWY"

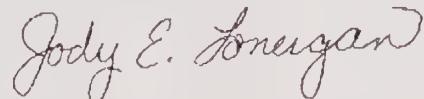
May 27, 1994
page 2

Appendix A

- p. 37, SR99/Calvine Road Park & Ride lot - facility type is "FWY"
- p. 38, first project - description should be: "Caltrans: Carpool lane on Route 99 from Elk Grove Boulevard to Mack Road"
- p. 38, second project - comment should note that this project is STP funded with matching TSM funds
- p. 38, I-5/J street project - City of Sacramento is the project proponent
- p. 38, SR99/Calvine Rd interchange project - City of Sacramento is the project proponent
- p. 39, I-80/Truxel Road interchange project - City of Sacramento is the project proponent
- p. 40, U.S. 50/Harbor Boulevard interchange project - City of West Sacramento is the project proponent

If you have any questions, please contact either me at 741-4277 or Jeff Pulverman at 327-3859. Thanks for the opportunity to comment on your draft MTP Supplement.

Sincerely,



JODY E. LONERGAN
Deputy District Director
Planning & Public Transportation

cc: Steve Guhin, FHWA
Ken DeCrescenzo, DOTP
Jeff Pulverman

Response to letter of May 27 from Jody Lonergan, Deputy Director, Caltrans District 3

We appreciate the technical corrections provided by District 3. All the requested changes have been made in this final version of the plan supplement.



DEPARTMENT OF
PUBLIC WORKS

OFFICE OF THE DIRECTOR

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 200
915 I STREET
SACRAMENTO, CA
95814

916-264-7110

May 26, 1994

ADMINISTRATION
916-264-7100

FAX 916-264-5573

Mr. Mike Hoffacker, Executive Director
Sacramento Area Council of Governments
3000 S Street, Suite 300
Sacramento, CA 95815

Dear Mr. Hoffacker:

Thank you for the opportunity to review the Draft Supplement to the 1993 Metropolitan Transportation Plan, the Draft Amendments to the FY 1992/93 Federal Transportation Improvement Program, and the Air Quality Conformity Analysis for these documents. The new federal air quality conformity requirements are indeed complex, and SACOG's efforts to accommodate input to the process are very much appreciated. While the City recognizes your recent efforts to develop a supplement to the MTP, the purpose of this letter is to request that SACOG consider implementing a reasonable way to amend these plans and programs on a more frequent basis to allow for timely consideration of proposed project work.

As you are aware, City staff have engaged in previous discussion with SACOG regarding a number of transportation projects not currently included in the Metropolitan Transportation Plan. Some of these proposed improvements relate to the downtown development known as the Southern Pacific Railyards Project. The specific transportation projects would improve access to the development area, and would facilitate traffic circulation for downtown Sacramento. The projects would also provide parallel capacity for certain state highway routes, alleviating congestion on these important facilities.

To date, the response from SACOG has been to suggest that these projects, since they are scheduled for construction after 1995, can be included in subsequent regular updates of these planning documents. However, the City is very concerned about even more restrictive conformity requirements which may be implemented in the near future, and would very much like to include these projects in a conforming plan as soon as possible.

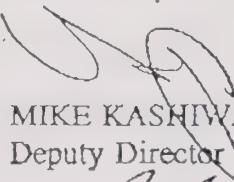
We understand that these proposed improvements, along with all other projects included in the MTP, will be subject to any new conformity requirements imposed prior to construction. Nonetheless, we see a distinct advantage to the future viability of these important projects by virtue of inclusion in the MTP at the earliest possible date.

Mr. Mike Hoffacker
City of Sacramento Comments
Page Two

Therefore, the City of Sacramento respectfully requests that SACOG adopt an amendment process for the Metropolitan Transportation Plan as soon as practicable, and that the process be implemented in an expedited manner. It is the City's intent to use this process to propose inclusion of the Railyard transportation projects in the MTP.

Again, we appreciate the opportunity to comment on these important regional documents. If we can answer any questions, please contact me or the City's Public Works staff.

Sincerely,



MIKE KASHIWAGI
Deputy Director of Public Works



WILLIAM H. EDGAR
City Manager

cc: Mayor and Councilmembers
SACOG Board Members
Betty Masuoka

Response to letter of May 26 from Mike Kashiwagi, Deputy Director of Public Works, City of Sacramento

SACOG is aware of the City of Sacramento's desire to have Southern Pacific Railyards-related projects added to our Metropolitan Transportation Plan. The Railyards project embodies several of the land use goals and policies adopted by the SACOG Board of Directors, such as infill development and the mixture of employment and residential development together, at or near transit facilities. SACOG wants to do all it can to assist in such developments. As the city has indicated, the project should be included in the Metropolitan Transportation Plan, but our next scheduled plan update isn't until mid-1995.

As discussed in our response to the PCTC letter, SACOG staff is in the process of determining whether, and how, we can update the project list in the plan more frequently than every two years. SACOG may be able to produce one more amendment to the plan, before the air quality conformity process changes. The air quality conformity process is to be redesigned in a joint effort involving a partnership of transportation and air quality planning agencies in the non-attainment area, as part of the Air Quality Attainment Plan and the accompanying SIP Conformity Element. Due in November, these documents will affect the air quality conformity analysis and process, effective in February 1995. The Air Quality Attainment Plan, or SIP Submittal, will define the emissions budgets that we must use to test all our transportation plans and programs in the future, for conformity. The SIP Conformity Element will define how the process is to work.

APPENDIX A

Changes and additions to the project lists from the 1993 Metropolitan Transportation Plan...

The changes to projects already in the '93 plan primarily concern the years of construction that were listed in the plan. In the past, we didn't need to make any such changes until the next overall update of the plan. Under the new federal conformity rules, however, we must make these changes quickly in our long-range plan -- and subsequently make the same changes in our "TIP" or transportation improvement program -- before the federal government will sign off on environmental documents, federal funding or federal permits for these projects. If we do not make these changes now to the construction years listed in our long-range plan, advertising, bidding, or construction of these projects could be delayed.

This is one of the consequences of the new conformity procedures -- the need for more frequent updating of project-specific details in our Metropolitan Transportation Plan.

The additions to the project list also are due to the new conformity rules. In the past, projects that were entirely locally funded did not even have to be included in regional plans. The federal government maintains that, under ISTEA and the new conformity rules, even locally funded projects (of regional significance) must be explicitly listed in the metropolitan plan before local jurisdictions can proceed with them. Several new, significant locally funded projects will soon be ready for construction, so we must add them quickly to the Metropolitan Transportation Plan. This is another consequence of the new conformity procedures -- the need for the Metropolitan Transportation Plan to explicitly list and describe all regionally significant projects, including those funded entirely with local money.

The tables on the following pages show first the additions to the project lists from our member jurisdictions, and then the changes to projects that are already in the '93 plan. These changes are based on input received from project sponsors, and are largely changes in the year when the projects will be built.

The following projects are added to the 1993 Metropolitan Transportation Plan. As the table indicates, these projects all are within Sacramento County.

SACRAMENTO COUNTY

Project Location	Description	Facility Type	Lanes		Year	Cost (millions of '92 dollars)	Projects w/ Full Funding Committed ("Funding Assured"): % Funds from Each Source
			From	To			
SACRAMENTO COUNTY							
BRADSHAW ROAD	GOETHE ROAD TO FOLSOM BLVD	ART	4	6	1994	2.7	Bradshaw Assessment District (100)
BRUCEVILLE ROAD	LAGUNA BLVD TO SHELDON ROAD	ART	2	4	1995	3.6	Laguna Community Financing District (100)
CALVINE ROAD	PARK AND RIDE LOT AT ROUTE 99	FWY	NA	NA	1996	0.3	National Highway System funds (100)
ELVERTA ROAD	WATT AVENUE TO WALERGA ROAD.	ART	4	6	1994	2.0	Antelope Assessment District (100)
CITY OF FOLSOM							
ROUTE 50 *	OAK AVENUE EXTENSION INTERCHANGE	NIC	0	4	1995	8.7	Local Developer Fees (100)
ROUTE 50 *	NEW RUSSELL RANCH ROAD INTERCHANGE	NIC	0	4	1999	8.0	Local Developer Fees (100)

Notes:

ART = Arterial Road TSM = Transportation Systems Management NIC = New Interchange

* -- These two projects were inadvertently omitted from the project list published in the 1993 Metropolitan Transportation Plan. They were assumed in the forecast modeling and analysis for that plan, since they previously were included in the 1992 Regional Transportation Plan. As such they are considered to be part of the 1993 plan as well.

The following changes are made to projects already in the 1993 Metropolitan Transportation Plan:

SACRAMENTO COUNTY

- ***Sacramento Regional Transit District: Extend Folsom light-rail line from Butterfield to Mather Field Road***

Amend project listing to reflect that this project has full funding commitments, from a combination of Sacramento County Measure A sales tax revenue, state Proposition 116 funds, and federal Congestion Mitigation and Air Quality (CMAQ) funds.

- ***Caltrans: Carpool lane on Route 99 from Elk Grove Boulevard to Mack Road***

Change construction year from 1995 to 1997.

- ***Caltrans: Carpool lane on Route 99 from Martin Luther King Jr. Blvd. to L/Q Streets***

Amend project listing to reflect that this project has full funding commitments, from a combination of federal Surface Transportation Program (STP) and state Transportation Systems Management (TSM) funds.

- ***Caltrans: Widen I-5 from Laguna Blvd. to Meadowview Road***

Change construction year from 1996 to 1995.

- ***Caltrans: Improve Route 16 from Treeview Road to Sunrise Blvd.***

Change construction year from 1994 to 1995.

- ***Caltrans: Improve Route 16 from Sunrise Blvd. to Murieta Parkway***

Change construction year from 1996 to 1995.

- ***Caltrans: Widen Route 50 interchange at Prairie City Road from 2 to 4 lanes, add auxiliary lane***

Change construction year from 1999 to 1996.

- ***Caltrans: Widen Route 50 interchange at Bradshaw Road from 4 to 6 lanes***

Change construction year from 1994 to 1995.

- *Caltrans: Transportation systems management improvements along Route 51 from Route 50 to Street Overcrossing #24-168*

Change implementation year from 1993 to 1994.

- *Caltrans: Traffic operations system along Route 51/99 from Route 99/Martin Luther King Blvd. to Route 51*

Change implementation year from 1993 to 1995.

- *Caltrans: Provide ramp meters on I-80 from I-5 to Route 244*

Change implementation year from 1993 to 1994.

- *Caltrans: Provide ramp meters on Route 99 from Mack Road to 12th Avenue*

Change implementation year from 1993 to 1994.

- *County of Sacramento: Widen Watt Avenue from Fair Oaks to Folsom Blvd*

Change project description to include two phases: Phase 1, at Watt Avenue/Fair Oaks Blvd. intersection, provide three abreast left turn lanes on westbound approach, two abreast right turn lanes on eastbound approach, and two abreast left turn lanes on northbound approach; extend the three southbound through lanes in the intersection vicinity, 1995. Phase 2, widen Watt Avenue from 4 to 6 lanes from Fair Oaks Boulevard to La Riviera Drive, provide auxiliary lanes for northbound and southbound traffic between La Riviera Drive and American River Drive, provide ramp metering and HOV bypass lanes at American River Drive southbound and La Riviera Drive northbound and southbound, 1996.

- *City of Sacramento: Arden Way (Phase 1, Del Paso Blvd. to Colfax Street, and Phase 2, Colfax Street to Northgate Blvd.):*

Amend project listings to reflect the fact that the projects have full funding commitments, through a Sacramento City Council resolution to finance the projects locally if federal Surface Transportation Program funds are not available. Change the name of the project (both phases) to "Arden/Garden Connector."

- *City of Sacramento: Build new Route 99 interchange at Calvine/Cosumnes River Blvd.*

Change construction year from 1995 to 1994.

- ***City of Sacramento: Rebuild J Street Northbound Off-Ramp from I-5.***

Change construction year from 1995 to 1994. Amend project listing to reflect that this project has full funding commitments, from federal Surface Transportation Program (STP) funds.

- ***City of Sacramento: Extend Cosumnes River Blvd. from Franklin Blvd. to Center Parkway***

Change construction year from 1994 to 1995.

- ***City of Sacramento: Extend Cosumnes River Blvd. from Bruceville Rd. to Route 99***

Change construction year from 1997 to 1994.

- ***City of Sacramento: Exposition Blvd. Phase I construction.***

Amend project listing to 4 lanes instead of 2 lanes. Change construction year from 1995 to 1994.

- ***City of Sacramento: Build new I-80 interchange at Truxel Road.***

Change construction year from 1997 to 1995.

YOLO COUNTY

- ***Caltrans: Modify Route 50 /Jefferson Boulevard interchange***

Amend lead agency to be the City of West Sacramento, not Caltrans. Amend description to expand the ramps from one to two lanes, add ramp metering and turn lanes, and related local street closure. Change construction year from 1994 to 1997. Change cost from \$1 million to \$10 million, and reflect that traffic mitigation fees will help fund the project, along with Mello-Roos District funds.

- ***Caltrans: Widen Mace Blvd. interchange from 2 to 4 lanes.***

Change construction year from 1998 to 1997.

- ***Caltrans: Widen Richards Blvd. interchange from 2 to 4 lanes.***

This project is under construction. Delete from future plan listings.

- *City of West Sacramento: Widen Route 50 interchange at Harbor Blvd. from 4 to 6 lanes.*

Change construction year from 1995 to 1997.

- *City of West Sacramento: Widen Harbor Blvd. from West Capitol Ave. to Reed Ave. from 2 to 4 lanes*

Change construction year from 1995 to 1994.

- *City of West Sacramento: Widen Industrial Blvd. from Harbor Blvd. to Stone Ave. from 4 to 6 lanes*

Change construction year from 1993 to 1996.

- *City of West Sacramento: Build new Palamidessi Bridge canal crossing on Industrial Blvd. west of Jefferson Blvd.*

Change construction year from 1999 to 1995.

- *City of West Sacramento: Install signals at Route 50/Jefferson Blvd. ramps*

Change construction year from 1999 to 1994. Change project cost from \$0.4 million to \$0.5 million. Reflect that the project has full funding commitments, from federal Congestion Mitigation and Air Quality (CMAQ) funds and state Transportation Systems Management (TSM) funds.

LINCOLN, ROCKLIN & ROSEVILLE (PLACER COUNTY)

- *Caltrans: New interchange on Route 65 at Carlsberg*

Change interchange location from Carlsberg to Pleasant Grove.

- *City of Roseville: Widen Atlantic Street from Vernon to Harding from 2 to 4 lanes.*

Change construction year from 2000 to 1997.

- *City of Roseville: Widen Cirby Way from Sunrise Blvd. to Oak Ridge from 4 to 6 lanes*

Change construction year from 1995 to 2005.

- ***City of Roseville: Douglas Blvd. - Sunrise Blvd. intersection improvements***

Change construction year from 1995 to 1997.

- ***City of Roseville: Widen Roseville Parkway from Harding to Washington from 4 to 6 lanes***

This project has been constructed. Delete from future plan updates.

- ***City of Roseville: Widen Roseville Road from City Limits to Cirby Way from 4 to 6 lanes***

Change construction year from 1995 to 2005.

- ***City of Roseville: Widen Sierra College Blvd. from the Sacramento County line to Roseville Parkway from 4 to 6 lanes***

Change construction year from 1995 to 1997.

- ***City of Roseville: Widen Taylor Road from Eureka Road to City Limits from 2 to 4 lanes***

This project is under construction. Delete from future plan updates.

APPENDIX B

ISTEA "15 Factors" Checklist...

The following checklist shows each of the 15 factors and discusses how the factor was treated in this Plan Supplement, and in the *1993 Metropolitan Transportation Plan*. The checklist either gives a chapter and page number indicating where the issue is covered, or provides a brief discussion of the issue, or else indicates why the factor is not covered.

Factor #1: Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently.

For specific Preservation projects, costs and revenues, see the "ACTIONS" chapter, particularly pages 12 and 14. For additional information on preservation elsewhere in the region, refer to the *1993 Metropolitan Transportation Plan*, pages 36 and 38 (System Preservation Goals, Objectives & Policies). For using existing facilities more efficiently, see the '93 plan, page 38, item 2; page 39, item 5. Numerous demand- and system-management measures, aimed at efficiency, are included in the "ACTIONS" chapter of the '93 plan. See page 7 of that plan for discussion of the ISTEA Congestion Management System, also an efficiency measure.

Factor #2: The consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives.

See the *1993 Metropolitan Transportation Plan*, page 43, Environmental Goal, item 2, regarding Goals, Objectives & Policies on energy conservation. This subject is analyzed in the Subsequent Environmental Impact Report, published separately.

Factor #3: The need to relieve congestion and prevent congestion from occurring where it does not yet occur.

Congestion is one of the key issues dealt with throughout this Plan Supplement and our '93 plan. The page numbers dealing with congestion are too numerous to list here. In this Plan Supplement, Congestion is a key focus of the project lists in the "ACTIONS" section and the "POLICY ANALYSIS" and "TECHNICAL ANALYSIS" sections. In the *1993 Metropolitan Transportation Plan*, Congestion is referred to in the front "SUMMARY", in the "OBJECTIVES AND POLICIES" section, the "ACTIONS" section, the "POLICY ANALYSIS" and "TECHNICAL ANALYSIS" chapters, and the "FINANCIAL PLAN".

Factor #4: The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans.

Refer to the *1993 Metropolitan Transportation Plan* for this factor. See page 36, Land Use / Mobility Goal, regarding the promotion of efficient land use forms in the region's growth areas. The land use projections on which the plan is based include the projections from the Sacramento County Draft General Plan (see growth maps on pages 18 and 22-35). Also, see page 38, Land Use / Mobility Goal, item 2; page 40-41, items 7 and 8; and pages 44-45, Organizational Goal items. SACOG is developing a computer model to forecast long-term land-use changes; this model could be used to determine the long-range land-use impacts of a major transportation change. The model is called "DRAM / EMPAL," which stands for "disaggregated residential allocation model / employment allocation."

Factor #5: The programming of expenditure on transportation enhancement activities as required in section 133 [of ISTEA].

SACOG has completed a funding allocation process for Transportation Enhancement Activities proposed by member jurisdictions and planning agencies. Similar funding processes also are performed by the El Dorado County Transportation Commission and the Placer County Transportation Commission, independently of SACOG. Detailed information on SACOG's funding program is available from SACOG upon request.

Factor #6: The effects of all transportation projects to be undertaken within the metropolitan area, without regard to whether such projects are publicly funded.

The "POLICY ANALYSIS" and "TECHNICAL ANALYSIS" chapters in this document reflect the impacts of all transportation projects regardless of funding source. Also refer to these same chapters in the '93 plan.

Factor #7: International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations.

The SACOG region has no international border crossings or national parks. Access to ports, airports, intermodal transportation facilities, recreation areas, monuments, and military installations is provided by interstate highways, state highways or major arterials, all of which are in the defined Metropolitan Transportation System (see pages 6-7 of the *1993 Metropolitan Transportation Plan*). Regarding historic sites, some are served by interstate highways and public transit, such as Old Sacramento and Fort Sutter State Historical Park in Sacramento and historic communities such as downtown Auburn and Placerville. However, the region may have numerous smaller, lesser-known historic sites to which access could be improved. We lack an inventory of all historic sites in the region. Such an inventory could be developed in future planning cycles if time and resources permit.

Factor #8: The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area.

Inter-area connectivity does not appear to be a problem. The roads which connect the SACOG area with other areas are nearly all interstate highways or state highways. Neither SACOG's regional analysis, nor any local analysis that we know of, has shown a need for additional connectivity of this type.

Factor #9: The transportation needs identified through use of the management systems required by section 303 of this title [ISTEA].

Refer to the *1993 Metropolitan Transportation Plan*, page 7, Congestion Management System. This Plan Supplement doesn't deal with management systems in detail because we are waiting for a federal response to a proposal from Caltrans, which would have the California Congestion Management Programs serve as the federally required Congestion Management System.

Factor #10: Preservation of rights-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss.

This factor is dealt with mostly in the *1993 Metropolitan Transportation Plan*, on pages 43, Environmental Goal, item 1, first policy statement; page 46, Supplementary Policies, Land Use / Mobility, 6th statement. Right-of-way acquisition projects are in the "ACTIONS" section of this Plan Supplement.

Factor #11: Methods to enhance the efficient movement of freight.

Refer to the *1993 Metropolitan Transportation Plan*, page 6, Freight distribution routes, Ports and airports; page 36, Economic Goal; page 44, Economic Goal, item 2.

Factor #12: The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement.

Life-cycle costing was used for the project cost estimates included in the "FINANCIAL PLAN" chapter.

Factor #13: The overall social, economic, energy, and environmental effects of transportation decisions.

These impacts are analyzed in the Subsequent Environmental Impact Report, published separately by SACOG.

Factor #14: Methods to expand and enhance transit services and to increase the use of such services.

The expansion of public transit service and ridership is a key item running throughout our *1993 Metropolitan Transportation Plan*. Individual page references are too numerous to list here. This subject is discussed mostly in the front "SUMMARY" and "ACTIONS" chapter in this document, and in the "OBJECTIVES AND POLICIES" and "ACTIONS" chapter of our '93 plan.

Factor #15: Capital investments that would result in increased security in transit systems.

Safety improvements are included in the "ACTIONS" section of this document. Also refer to the *1993 Metropolitan Transportation Plan*, page 43, Safety Goal, under item 1, third policy statement; and page 48, under "Safety" category, last policy statement.



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Supplement to the 1993 Metropolitan Transportation Plan

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